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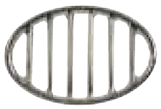

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shop.kelsey.co.uk/issue/list/publication/VWW

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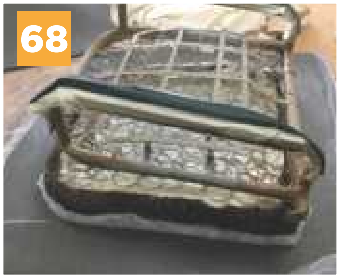
April 2017

PRACTICAL
VolksWorld



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Muscle car rims, big engine, the lot…

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Built to annoy, but so cool

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So much original patina, it hurts

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VOLKS WORLD

Next month

The May 2017 issue of *VolksWorld* goes on sale **Friday 7 April**

Don’t miss it!

Editor Ian Cushway – volksworld.ed@kelsey.co.uk

Welcome to the mag

I've just been helping sort through some of The *VolksWorld* Show entries. It looks like there's going to be a fantastic selection of cars to drool over at Sandown Park on 25-26 March, and that's not including the massive display of equally spectacular vehicles outside. You can get an idea of precisely what's in store on pages 15-18 of this issue.

As usual, we've witnessed the inevitable last minute push to get show cars completed in time. As I write this there are projects at the top trimmers, paint shops and engine specialists across the UK and the rest of Europe, with a team of panicked people burning the midnight oil in order to get cars finished. While this gives us a tad extra anxiety as we wonder whether they will actually make it or not, it also results in lots of fresh metal being debuted. Cars that simply haven't been seen yet anywhere else. There's nothing like having a deadline to get a project finished and this is what always makes The *VolksWorld* Show so special.

I'd really like to drive my own Bug to Sandown but will probably shy off the closer it gets because I haven't given it a proper shakedown (or should that be 'breakdown'?) test, or had time to tackle the items on my snag list for that matter. I need to replace the leaky fuel tank, get the engine timing sorted and work out a few other ignition problems before I undertake such a long journey. The thing is, if it stops on route halfway across France, I'd probably miss the show altogether, which would be a huge disappointment and wouldn't go down too well with the powers that be.

That said, I have managed a few all-too-brief early springtime trips out in it. Although now I am up against my eldest son who, at 15, is now legal to drive with an accompanying adult. You can guess which keys he makes a grab for. These trips are what remind me of why we moved to Brittany in the first place. It wasn't the cheap wine, the cheese or the stupidly low price of woefully derelict houses – although all those things figured. It was the roads. Being so empty they are perfect for driving old cars along. The surfaces are good too, and there's far fewer potholes. Indeed, it almost makes up for the constant jibes from the locals about Brexit and how rubbish we are at football.

Don't forget to track me down for a chat at the show and come armed with photos of your car if you think it might be worthy of a feature.

See you there!

Ian Cushway
Editor

On top of Lloyd Jackson's Split that we've been following in the mag, there are a couple of other surprises in store from Spike's Vintage Restorations...

This all-out German Look '03 has really set our pulses racing

> There's nothing like having a deadline to get a project finished

Or how about a little bit of Vintage Speed? We're loving the Sebring-style exhaust

There's now a fight for the keys in the Cushway household

What do you think?

Let us know what you'd like to see in the magazine – email volksworld.ed@kelsey.co.uk

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Show calendar

Make a date in your diary for these soon to be happening Europe-wide shows

March

Spring Dub
Date: 5 March 2017
Location: The Great Harrogate Showground
Contact: www.springdub.co.uk

Bulli Ausstellung
Date: 10-18 March 2017
Location: Seedamm Center Pfäffikon, Switzerland
Contact: vwbüssli-mieten.ch

Freddy Files
Date: 12 March 2017
Location: Ninove, Belgium
Contact: freddyfiles2016.skynetblogs.be

Ultimate Dubs
Date: 12 March 2017
Location: Telford International Centre
Contact: www.ultimate-dubs.co.uk

VOLKS WORLD
SHOW 2017
25-26 March 2017
Sandown Park, Esher, Surrey

VolksWorld Show
Date: 25/26 March 2017
Location: Sandown Park, Surrey
Contact: www.volksworldshows.com

Lincoln VW Camper Day
Date: 26 March 2017
Location: Brayford Wharf, Lincoln
Contact: www.lincolncamperday.co.uk

Dubs at the Mill
Date: 31 March/2 April 2017
Location: Haselbury Mill, Crewkerne, Somerset
Contact: www.scrumpydubbers.co.uk

April

Dorset Swapmeet
Date: 2 April 2017
Location: Spetisbury, Dorset
Contact: www.dorsetswapmeet.co.uk

Schwarzwälder VW-Bus Treffen
Date: 7-9 April 2017
Location: Kirchzarten, Germany
Contact: www.vwbus-team-baden.de

Run a show?
Why not tell us about it?
email VolksWorld.ed@kelsey.co.uk

Vee Dub Family Birthday Weekender
Date: 7-9 April 2017
Location: The Oak Tree Arena, Highbridge, Somerset
Contact: weekender@veedubfamily.org

Elemental VW Show
Date: 8 April 2017
Location: Crouch Valley Showground, Rayleigh, Essex
Contact: www.elementalvw.org.uk

Elsecar at the Races
Date: 9 April 2017
Location: Doncaster Racecourse
Contact: www.elsecarattheraces.com

CamperFest
Date: 13-17 April 2017
Location: Chester Racecourse
Contact: www.camperfest.co.uk

Bus Types VW Show
Date: 14-16 April 2017
Location: Oswestry Showground, Shropshire
Contact: www.bus-types.co.uk

Big Bang Camper & Bus Show
Date: 21-23 April 2017
Location: Santa Pod Raceway, Northants
Contact: www.big-bang.co.uk

Vintage at Zandvoort
Date: 21-23 April 2017
Location: Zandvoort, Holland
Contact: www.vintage-at-zandvoort.nl

VW Tomie
Date: 28-April/1 May 2017
Location: Orsett Showground, Essex
Contact: www.vw-tomie.co.uk

Dubs at the Farm
Date: 28-30 April 2017
Location: Woofferton, Ludlow
Contact: en-gb.facebook.com/groups/65385326360

Stanford Hall
Date: 30 April 2017
Location: Lutterworth, Leics
Contact: www.stanfordhallvw.com

May

Maikäfer Treffen
Date: 1 May 2017
Location: Hannover, Germany
Contact: www.maikaefertreffen.de

Kevertreffen Hoeilaart
Date: 1 May 2017
Location: Hoeilaart, Belgium
Contact: www.kevertref-hoeilaart.be

Vanwest
Date: 5-7 May 2017
Location: Brean Sands, Somerset
Contact: www.vanwest.net

Bulli-Days
Date: 5-7 May 2017
Location: Vöhl-Herzhausen, Germany
Contact: www.bulli-days.de

Meeting VW
Date: 5-7 May 2017
Location: Saint-Maur, France
Contact: facebook.com/Lescopainsdelacox

Earlybay Campout
Date: 5-7 May 2017
Location: Banbury
Contact: www.earlybay.com

Bug Run Picknick
Date: 6 May 2017
Location: Gårdet, Stockholm, Denmark
Contact: www.bugrun.com

VW-Audi Treffen
Date: 13-14 May 2017
Location: Tuggen, Switzerland
Contact: www.vw-audi-treffen-hoch-ybrig.ch

Döbelner Bushaltestelle
Date: 25-28 May 2017
Location: Döbeln, Germany
Contact: www.kaeferbande-doebeln.com

Maggiopeople
Date: 26-28 May 2017
Location: Tornaco, Italy
Contact: www.maggiolino.it

VolksRiders Camp Meet
Date: 26-28 May 2017
Location: Madrid, Spain
Contact: facebook/volksridersMadrid

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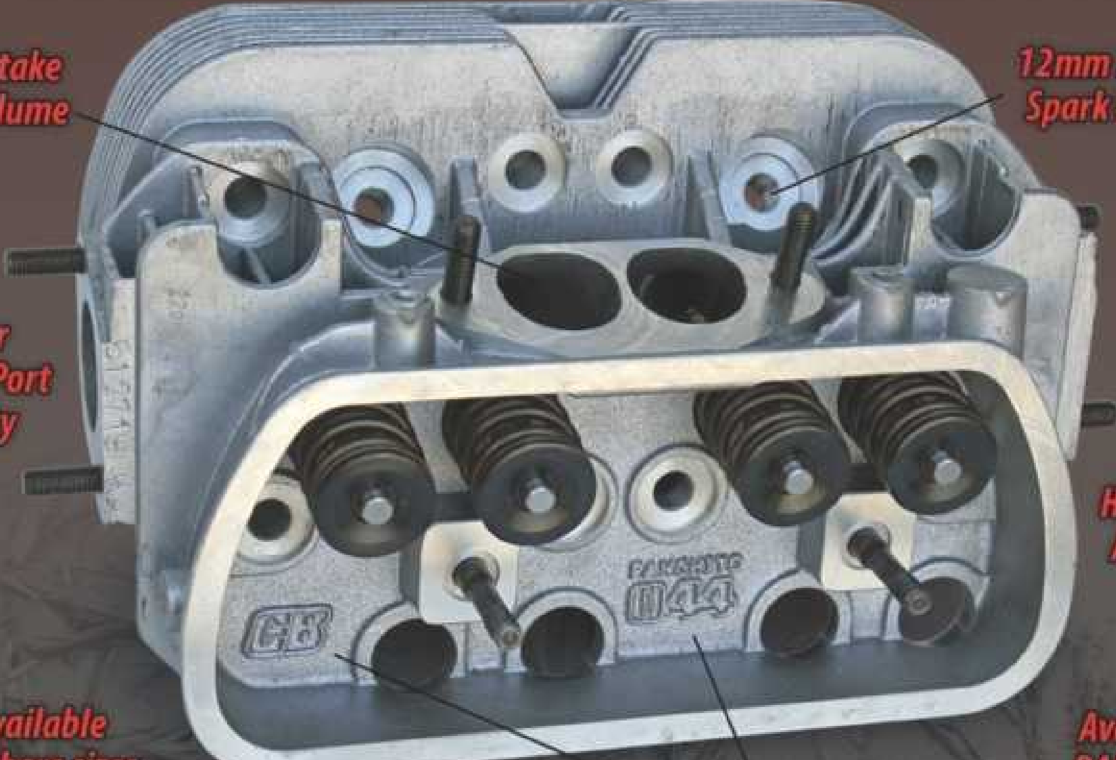
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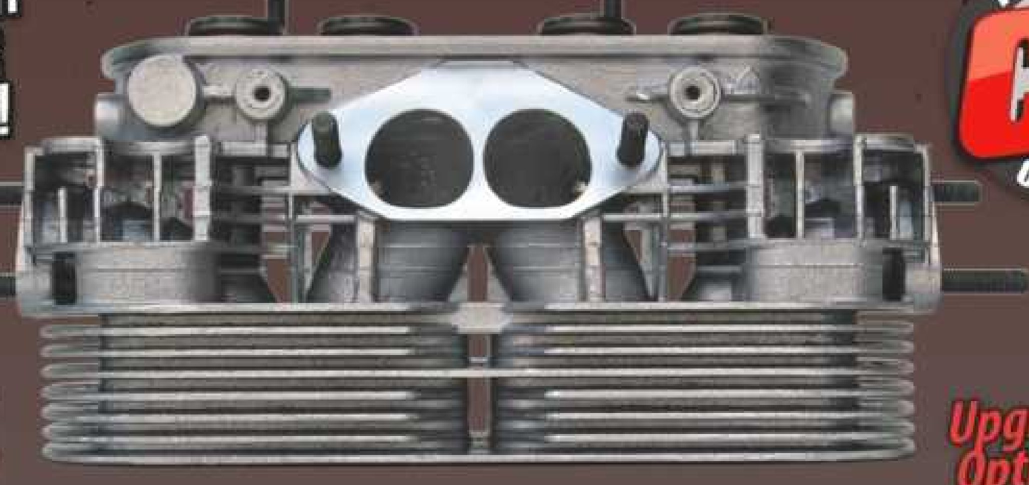

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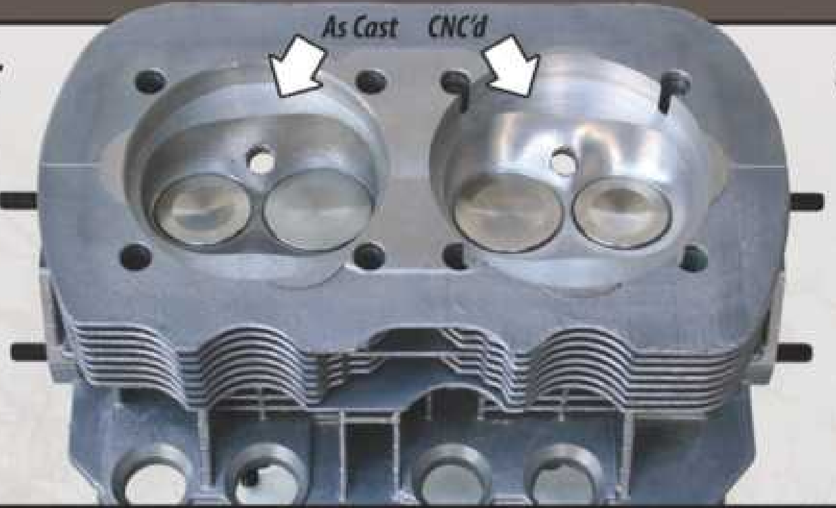
.300 - 125.6
.400 - 145
.500 - 155
.600 - 161



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.200 - 96
.300 - 138
.400 - 158
.500 - 167
.600 - 171

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VolksWorld race car back on track

Great to hear news of the *VolksWorld* race car this month from current custodians VW Heritage.

The late model Bug has spent the best part of a year at the hands of Andy Kelly and his students Glen Kelly, Kieran Long and James Hansard at North Herts College, who have been honing their restoration skills on this, and other old school projects.

The Beetle's A pillars and door hinges have all seen action, both front quarter panels have been replaced for fresh metal, and the repro long bonnet has been on the end of the fettling stick as they start shaping the car into an early looker.

Next stop is a healthy coating of RAPTOR to keep their hard work suitably protected. If all goes to plan, the car should be back out on the track before the summer!

Incidentally, if you are looking to brush up on your own metal working skills, the college is based in Stevenage and runs a number of classic car restoration courses and also evening sessions for those who are at work during the day. Check them out at www.nhc.ac.uk

JK Open Day

Be sure to put 16-18 June in your diary as Just Kampers (JK) has just confirmed the date for the 10th annual Open Day at its base in Odiham, Hampshire. This is a great event that's gotten bigger and better every year, so we're looking forward to seeing what the 10th show will bring!

As well as weekend camping tickets for £25, Just Kampers will have special offers, goodies, a range of food options, a charity BBQ, bar and a silent disco, as well as a kids area.

All the money from the camping pitches goes straight to Cancer Research UK, too, which is fantastic.

Sealey goes pink

Sealey is supporting Breast Cancer Now and Prostate Cancer UK with its new Pink Tools promotion. The campaign features unique limited edition pink versions of some of its most popular lines and aims to raise £40,000 to split equally between the two charities. Included are Premier screwdrivers and socket sets, a welding helmet, an air hose, an LED3601 lamp, a pair of folding axle stands, a 3-tonne trolley jack, a multimeter and a three drawer tool chest. We reckon these will be eye catching additions to any garage or workshop and everyone will know that you are supporting two important causes. Alternatively, support their campaign by donating via the Just Giving sites: www.justgiving.com/fundraising/sealey-breast-cancer and www.justgiving.com/fundraising/sealey-prostate-cancer. View the promotion online at www.sealey.co.uk

Heretics dates announced

Sussex-based VW Heritage has been putting on monthly 'Heretics' meets since 2009, and they are pleased to say they will be back again for 2017. Offering a place for all VW enthusiasts to gather on the third Thursday of each month, the variety of vehicles in attendance is a guaranteed feast for the eyes.

Old, new, air and water, plus a few local 'wildcards' who come along and join in the fun, all add to the atmosphere of this meet-up. Pop these dates in the diary now; you'll be kicking yourself if you miss out – 20 April, 18 May, 15 June, 20 July, 17 August and 21 September. Get down early for the best parking spots – things start at 6pm and the meet closes at 9pm.

There's food and drink available, musical accompaniment from resident DJs and the VW Heritage shop is open from 7-9pm. Now don't forget!

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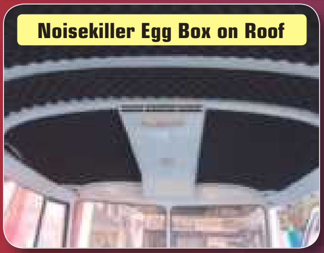
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Noisekiller Barrier mat used on wheelarch

Noisekiller sound barrier used on rear bulkhead under rear seat

Noisekiller on Middle Floor

Noisekiller on Front Floor

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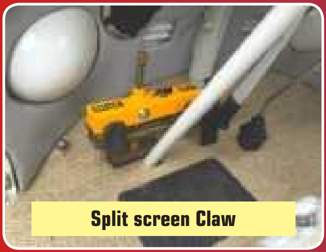
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EARLY SEASON WEEKEND AWAY

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THANKS TO SHOW CAR OWNERS

We'd like to extend a big thanks to everybody that applied to display a vehicle at The *VolksWorld* Show – we've had so many great cars it has been hard to decide on the finishing line up. If you are coming to the show for inspiration, you won't be disappointed because our wide range of cars covers all tastes. As always we have held back a couple of spaces for late entry cars, so if you are building something that simply must be in the 2017 show email amy.nicholls@kelsey.co.uk today.

ONE YEAR LINE-UP

On arrival at the show you will be met by a display of '67s as we celebrate the 50th anniversary of this benchmark model. If you would like to come and join the party, you must register in advance. Email amy.nicholls@kelsey.co.uk for more information. Everybody in the line-up receives a free entry ticket to the show and an anniversary t-shirt.

Engine Build

Professional engine builder, Jim, from the Engine Shop shows you how to strip and rebuild a VW flat four.

SHOW WEBSITE

Check out the show website to find out the latest news, gossip and show information. It is also the best place to buy discounted tickets and show merchandise. The website can be found at volksworldshows.com

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Limited plots still available

Clubs with cool cars

Want to see some cool club cars? If so, The *VolksWorld* Show is the place to be. The eclectic mix of rides give the show its unique, very special atmosphere. This year we are pleased to welcome a selection of new clubs that join some old friends. Check out the list below to find out which clubs will be displaying at this year's show.

Adolfs Angels
Air Monkeys
Aire Valley Speed Shop
Aquaphobics Club
BPC RETRO
Bristol Volksfest
California Owners Club
Clique53
Der Cox Suckers
Deadhaus
Earlybay.com
Essex Volkswagen Assoc
FNL (Cornish Herberts)
German Folks Klub
Karmann Ghia Owners Club
London & Thames Valley VW Club
LowandSlow Club
NAVW (Nuneaton Aircooled Volkswagen)
New Waves V-Dub Club
Paintscrapers
Restowagen UK
Rolling Slow
Rothfink
Royal County VW Club
RSVP
Slow Pull Awayz VW Club
Southern Dune Buggy Club
Split Screen Van Club
Splitterz VW Club
Surrey Aircooled Owners
The Late Bay Club
VW Type 3 & 4 Club
VW Cabriolet Owners Club GB
Wolfsburg Weed Huggers

The Breakfast Club
TAMA

Entertainment at this year's show

International swapmeet

The indoor swapmeet on the first floor is always one of the highlights of the show, with 100 tables selling thousands of hard-to find parts from all round Europe. Pick up that final piece in your restoration jigsaw.

Built not bought

This year we have a special display of home built heroes. These cars have been restored at home, on the drive or in the owner's garage on a limited budget but with loads of skill and enthusiasm. They are worthy show cars and many will be in line for a Top 20 award. Take a look and be inspired to start (or finish off) your own car.

Kids' Zone

We pride ourselves at The *VolksWorld* Show on keeping your little ones entertained, as well as you, and the Kids' Zone is a safe place for children to let off steam and have some VW-related fun. Entertainment includes a large soft play area, Lego tables, games, film shows, build your own Camper, colouring competitions and much more.

Giant Scalextric

Fight it out with others on our giant digital scalextric. Challenge your mum and dad or your mates to see who is the slot car champion.

Campers only live entertainment

If you are camping we have laid on free entertainment in the Golf Course Bar on the Saturday night, plus food at reasonable prices to fill your belly.

Retro camping display

We take you back to camping in the 60's, 70's and 80's, with a special display of how it was done 'back in the day'. Check out the campers, the accessories and the fashions of the time.

Win cash to spend at the show

The *VolksWorld* Show sponsor, Carole Nash, will be offering three lucky winners each day £250, £150 and £100 respectively to spend at the show. If you win, you can splash the cash on anything that takes your fancy at the show, be it clothes, parts or a slap-up lunch for you and your mum!

Live music

There will be an exciting mix of music to suit all tastes, including the Del Sharrons and the Breakfast Club. Top Bananas, the world's tallest band, will also be on hand to welcome you to the show and play throughout the day for your entertainment.

Buy your dream VW at The *VolksWorld* Show

If you are looking to buy a VW, our cars for sale area in the front car park is the place to head. Alternatively, if you want to sell your VW, just turn up on the day and we'll direct you.

Book tickets in advance and **SAVE YOURSELF CASH!**

www.volksworldshows.com

ONLINE TICKET SHOP NOW OPEN

CLOSES Monday 20 March

VOLKS WORLD SHOW 2017
25-26 March 2017
Sandown Park, Esher, Surrey

MARCH 25-26 2017
Sandown Park, Esher

SPONSORED BY

TRADE STANDS

With 100 trade stands expected, situated inside and out, The *VolksWorld* Show is the biggest and best place to buy parts for your Volkswagen. We're sure you will find what you are looking for, and with hundreds of show-only deals, it's an opportunity too good to be missed.

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Rothfink
Super Dubs
Surge Design
Vagabond Wear (UK) Ltd
Vintage Tyres
VW Aircooled Works
VW Engine Company
VW Key Man

To book a stand call

Ben Foster on 01366 728 488

OPENING TIMES

Saturday 25 March, 2017, 10am-5pm

Sunday 26 March, 2017, 10am-4.30pm

Our Sponsors

Say hello to VW Heritage

Come along and chat to us about your projects, pick up some advice on the next job to tackle, or grab a catalogue and free sticker while you enjoy the show. Orders placed on the day will benefit from 10% off and free delivery, plus 3 lucky customers each day can win their order; with a potential £6000 worth of parts to be won over the weekend.

Vehicle insurance

After a successful partnership in 2016, we are glad to return for our third year as one of The *VolksWorld* Show's main sponsors. Why not pay us a visit (we are situated on the *VolksWorld* stand) and whilst on the stand, enter our competition to win £250, £150 or £100 cash to spend on anything you like at the show, such as body panels, spares, clothing or even lunch for the whole family. You choose what you would like and we pick up the bill. The draw takes place at 15.30 each day. Remember you must be present when we make the draw otherwise the cash will go to somebody else.

VW Campervan hire company

CamperVanTastic has everything you'll need for a great VW weekend away. Based in London, it has the largest fleet of VW California Campervans in the UK for hire, all fully equipped for your adventures in the UK and Europe. The company will be launching its 2017 fleet of VW T6s at the show, so make sure you check them out. If you can't wait for the show, go to www.campervantastic.com now to start your adventure.

Ultimate Car Care Made Easy

Meguiar's celebrate 13 years of *VolksWorld* Show sponsorship in 2017. Meguiar's surface care products are the brand of choice for serious car enthusiasts worldwide. Meguiar's understands the needs of the world's most demanding car owners and have a Meguiar's product to restore and enhance every possible surface on your VW. See www.meguiars.co.uk for full details of their extensive product range and pay their stand a visit to discuss the best car care products to get your pride and joy shining!

Book tickets in advance and SAVE YOURSELF CASH!

www.volksworldshows.com

ONLINE TICKET SHOP NOW OPEN
CLOSES Monday 20 March

Paruzzi Classic VW Supplies

More than 60.000 parts for your Classic Volkswagen

# 05307

Bolt M10 x 45 x 20 mm

These M10 bolts have a thread pitch of 1,5 and a length of 45 mm and a strength grade of 10,9. We have an overview of all applications for this bolt listed in our webstore.

# 62403

VW Thing wiper motor wiring cap

This plastic cap will protect the electrical terminals of your wiper motor under the dashboard of the VW Thing.

07569

Inside mirror mounting base

You don't need to replace the complete mirror on your Beetle convertible or Karmann Ghia (models after 1968) when using this mounting base.

# 20616 & # 70616

Turn indicator units

These new turn indicator units are for the Bay Window Buses from 8.1972 and later, they are genuine VW parts. We also have the units for the Vanagon, they are reproductions from the manufacturer Leart, made in one piece with the exception of the bulb holder.

# 70975

Key uncut for the Vanagon

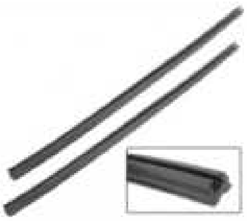
This is a genuine Volkswagen part and it includes the VW logo casted in the metal.

Volkswagen
Classic Parts

# 27536

Fixed vent window seals

The rubber seals to install the glass in the frame was already available for the front part of the vent window as part number # 27535, this one is for the rear side.



# 41964

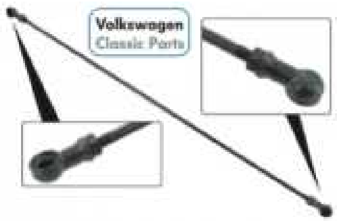
Alternator for the type 4 engine

This new reproduction alternator is available in our webstore, it is in stock, so if you order before 15h00 we ship the same day.

# 62436

VW Thing wiper arm connection rod

This connection rod will fit the late VW Thing models (after 1973). We have more parts in stock sourced from the German warehouse of Volkswagen.



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PRODUCTS

Selling a new product? email volksworld.ed@kelsey.co.uk

^ Get a shift on

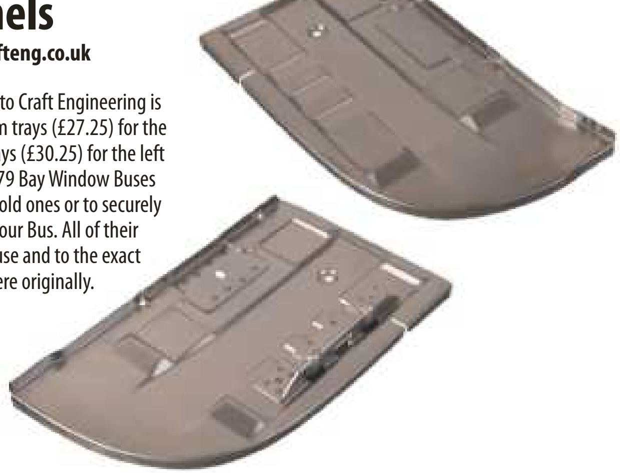
From: **www.klassiker.co.uk**
Price: **from £259.99**

If you've struggled to find that elusive American made part, then Autohaus Dolby Klassiker could have just what you need. Back in stock in the UK are these shifters from the famous Gene Berg range. Berg shifters were one of the first after market ways of shifting your VW's gears and have been in production since 1969. They're the best even today, and they're still manufactured exclusively in Orange County, California. On the shelf in varieties to suit Bugs, Buses, Ghias and Type 3s.

> Bus panels

From: **www.autocrafteng.co.uk**
Price: **from £27.25**

Warwickshire based Auto Craft Engineering is now producing platform trays (£27.25) for the left side and battery trays (£30.25) for the left and right side of 1972-79 Bay Window Buses to replace those rotten old ones or to securely fit a leisure battery to your Bus. All of their panels are made in-house and to the exact specification as they were originally.



HÄFELE
Bluetooth

< Sounds good

From: **www.justkampers.com**
Price: **£57**

One of the latest products in JK's expanding range is this super cool Häfele Bluetooth audio system (J41585). It's a small, compact speaker system that uses an integrated exciter speaker. Because it's so small you can hide it away in your vehicle if you don't want to replace your existing retro stereo system, and it'll turn any surface you fit it to into a speaker. Brilliant idea, and is simple to fit, so we love it.

^ Time for tea?

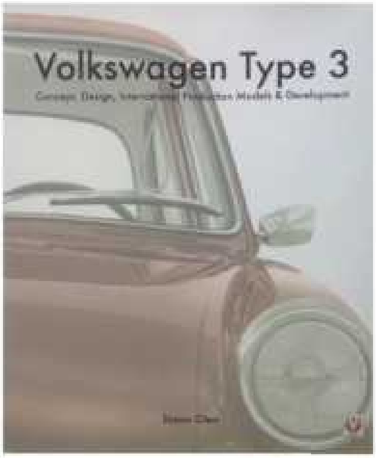
From: **www.lifebreeze.co.uk**
Price: **£39.99**

Okay, it's probably too cold still for outdoor picnics, but here's something to pack now in time for spring or use inside your Bus until it gets a bit warmer. It's a Camper Smiles cool bag and 12-piece melamine dinner ware set from Life's a Breeze. The super snazzy insulated bag with shoulder strap and extra zipped compartment at the front will keep contents cool and fresh for up to four hours, while the set itself consists of four brightly coloured large dinner plates, four side plates and four bowls, all with a fun camper van design. Check out the firm's website to see their full range of unique VW products and accessories which includes mugs and acrylic tumblers, picnic rugs and placemats.

> Vintage revs

From: **www.aircooledaccessories.com**
Price: **£89.99**

Why scour the autojumbles for a period tacho when you can buy something this stylish, new, from Aircooled Accessories. It's been made to record the range from zero to 6000rpm, so you're guaranteed to get some decent needle travel and handily they will fit any 52mm aperture. Alternatively, you can fit them in one of Aircooled's column mount gauge holders (as shown). The tacho features an illuminated dial and is supplied with fitting instructions.


Volkswagen Type 3
Concept, Design, International Production Models & Development
Simon Glen

< Just the Type

From: **www.veloce.co.uk**
Price: **£40 (ISBN 978-1-845849-52-8)**

The all too often overlooked and in our opinion massively underrated Type 3 gets the focus it deserves in this new tome, *Volkswagen Type 3 – Concept, Design, International Production Models & Development*. Written by long time Type 3 fan and owner Simon Glen it tells the definitive story of the '3' as well as the various models based upon it, including the Karmann Ghia of course, as well as variants such as the TC and SP. It even touches on the Type 3's successes in motorsport. Having had a quick flick through, it looks like a brilliant book with stacks of reference information, period photos, promotional material and archive information. Treat yourself.

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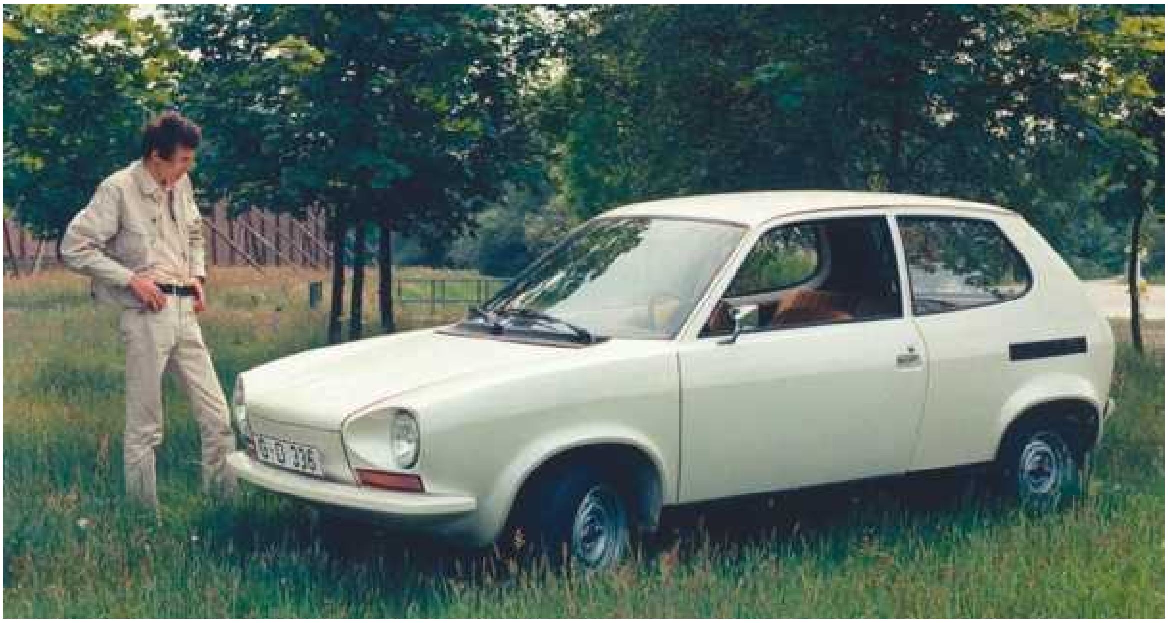
Project EA266

What if the Volkswagen Golf had never happened? Well, we might have been driving rear-engined VWs for a little longer. And they might have looked like this

Words
Richard Gunn



He either can't quite believe the way it looks, or he's contemplating driving it into a lake, to see if it floats

How do you eclipse an icon? Well, for Volkswagen, it proved pretty difficult superseding the Beetle. There was the relatively successful Type 3 1500/1600, the ungainly 411/412 and the pioneering but ultimately dead end K70. Over in Brazil they had the Brasilia and the Gol, of course. But none actually ousted the air-cooled legend. It wasn't until the Golf came along in 1974, spawning a whole load of desirable front-wheel drive, water-cooled siblings, that VW could finally breathe a sigh of relief, knowing its future was secure. Well, secure so long as nobody tinkered with emissions testing several decades in the future of course…

> “The EA266 took its inspiration from the 1961 Porsche 695 prototype”

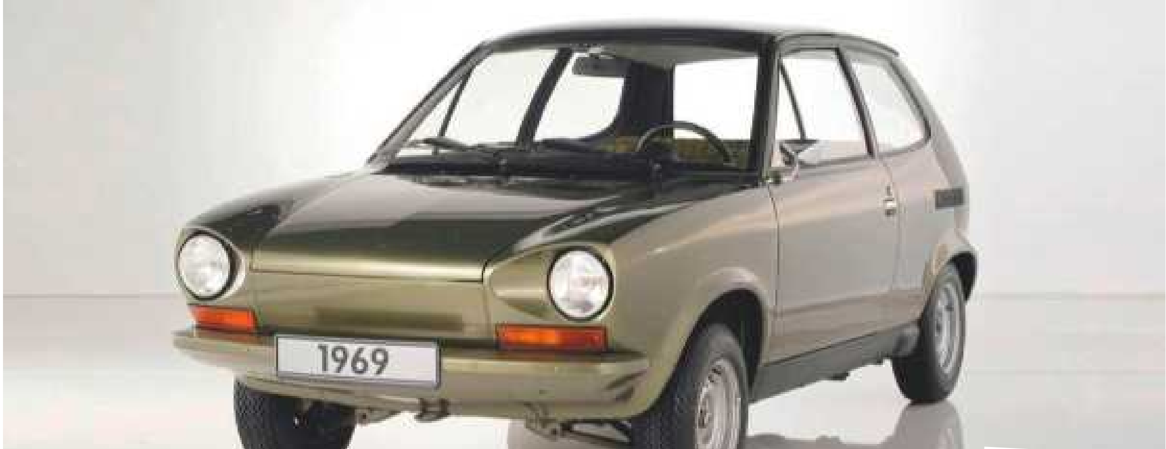
Rearward thinking

However, one potential Beetle successor dating from the late 1960s never made it into production. Which is rather a shame because Project EA266 was an intriguing example of ingenious engineering, a collaboration between Volkswagen and Porsche that proved a curious missing link between VW's air-cooled and water-cooled offerings.

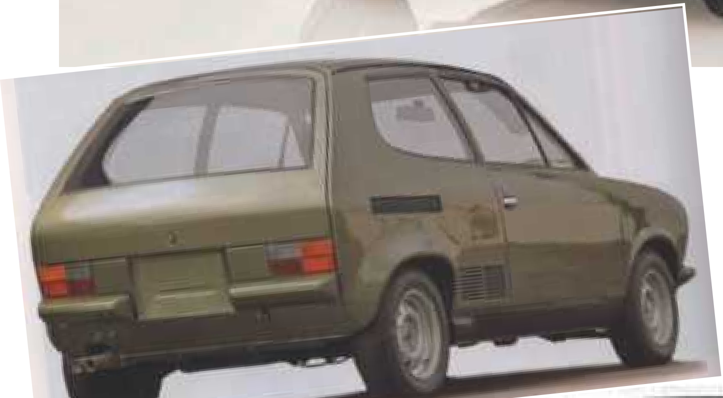
Okay, so cards on the table – the EA266 wasn't air-cooled. Stop reading now if your interest in Volkswagens ends when things get wet. However, if you're intrigued by fascinating what-might-have-beens, read on, because the engine did share some similarities with established VW and Porsche practise, not least how it was mounted towards the rear and drove the back wheels.

Kurt Lotz, who'd taken over from Heinrich Nordhoff as the boss of Volkswagen, was a fan on the project. But he wasn't around long enough to see it into fruition

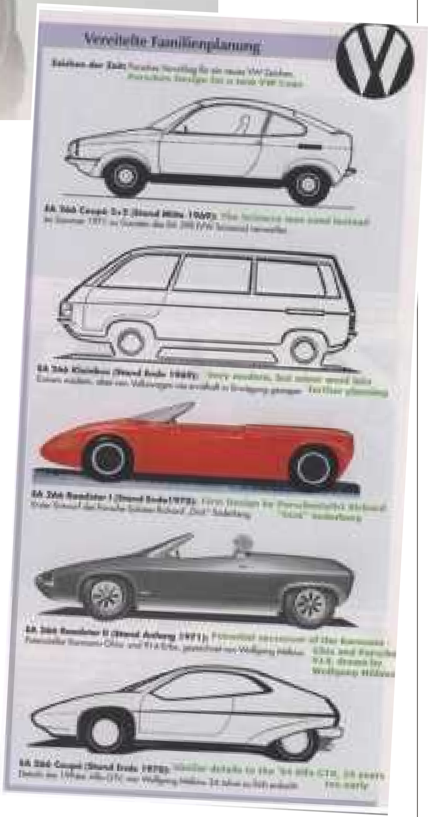
The EA266 took its inspiration from the 1961 Porsche 695 prototype, a double-booted 911 that had its engine squirreled away under the rear seats. So it was logical that VW called in its bestie, Porsche, to collaborate on its scheme to replace the ageing Beetle. However, much less logical was the way the pair went about it. The car had to be compact, cheap to buy and run, powerful for its size and make as much use of available space as possible. With that in mind, the Porsche engineering team, led by Ferdinand Piech (who'd later go on to become the boss of VW), opted to

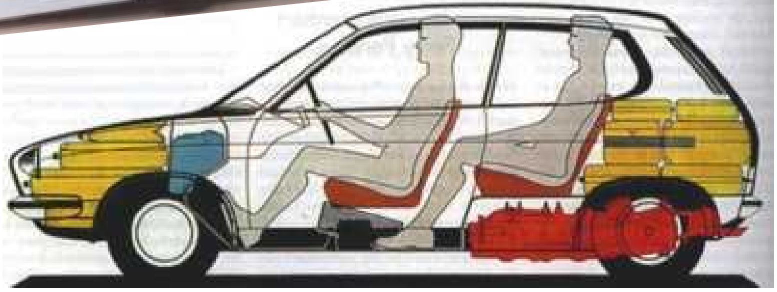


Clever as it was under the skin, the EA266's looks weren't exactly a triumph



The EA266 looked rather better from the rear. Note the side grilles for cooling the engine





Tucking the engine and transmission under the rear seat gave much more space inside, despite the compact dimensions of the car

put its 1588cc engine and gearbox directly under the rear seat. That effectively made it mid-engined, with the motor laid on its side and its fan and radiator off to the right. Power was between 100 and 105bhp, which for a small economy car of its era was pretty impressive stuff, especially given that the Beetle could only muster around 50bhp or so. That gave the EA266 a top speed of around 117mph – faster than the Golf GTI would be the following decade. And it had superb handling too, thanks to its low centre of gravity and excellent balance, according to those who did get to drive one of the 50 prototypes built.

Sticking the boots in

Thanks to this experiment in extreme shoehorning, the EA266 had two usefully-sized boots, like the Type 3. This time though, there was no compromise with the engine intruding into the rear luggage area. For what was such a small car, it could carry a hell of a lot.

What let the EA266 down was its somewhat gawky hatchback styling; it resembled a Honda Z600 that had been at the pies while the sloping, grilleless front end made it look vaguely amphibious. Still, that didn't matter too much, because there were also plans for two coupes, a small bus and a pair of roadsters to replace the Karmann Ghia. And they were much better-looking. Porsche even went so far as to redesign the VW roundel logo at the same time. It was really keen.

But then came a change of leadership at Volkswagen, when Kurt Lotz was replaced in September 1971 by Rudolf Leiding, who had run the conglomerate's Brazilian operation. Rudolf didn't like the EA266 and neither was he terribly keen on so much money going to Porsche; around 16 million Deutschmarks had already been spent in total. Within three weeks of landing the top job, he'd cancelled the EA266. Drawings, photographs, notes and Ferdinand Piech's engines were destroyed, and in a move almost worthy of a Bond villain, he had the prototypes flattened by tanks. Yes, really. Showing a delightfully sadistic streak of humour, the tanks used were Leopard 1s. Which had been designed by Porsche. Oh, the crushing irony.

So, that was that. The Golf came to fruition instead and Europe was deprived of the opportunity to continue driving rear-engined Volkswagens. And rather nifty ones at that, because those who did sample EA266s before the tanks rolled in felt they were even better than the Golf. Small wonder then that VW had journalists sign non-publication agreements about what they'd experienced. Allegedly. ■

As well as the variety of EA266 body styles, Porsche also revamped the Volkswagen logo

Our Grand Tour

When Dominikus Hocher and his girlfriend, Zainab, hit the road in their '63 Beetle back in 2009, retro caravan in tow, little did they know they would end up circling the world, getting married and receiving a signed postcard from *Herbie* co-star Michele Lee. Here's a summary of their epic adventure, along with Domi's 5 top moments from the trip. What's more, Domi has some nuggets of advice for *VolksWorld* readers who want to embark on a similar journey in their classic Dub

Their extraordinary Beetle roadtrip began on 20 September, 2009, and in the next four years on the road the intrepid pair from Austria took in 80 countries, spanning six continents (including all 48 lower United States of America) and crossed 115 international borders. In that time, their '63 Herbie lookalike covered – wait for it – an astonishing 123,000 miles.

Starting in Vienna they headed east, leaving Europe and crossing the Middle East and Asia. In India they shipped the car and caravan from Chennai to Melbourne, Australia.

On board a boat again, they made the trip from Brisbane to the port of Los Angeles, California, USA which enabled them to cover all 48 continental united states in 2010 by driving from coast to coast a couple of times.

In 2011 they explored Canada, Mexico and Central America (Guatemala, El Salvador, Honduras, Nicaragua, Costa Rica, Panama and Belize), as they trundled their way down south. They then drove their Bug back to California where it went into storage for a little while.

During the summer of 2011 the couple toured Europe in another identical '63 Beetle (named Herbie II) which had been parked in Domi's dad's garage. They also had to get hold of another QEK caravan before they could start the European leg of their adventure, as the other trailer ended up in California.

After travelling in their native continent, they returned to the US to retrieve Herbie I in order to complete the huge missing section of the Pan-American Highway. Touring the US and Mexico once more, they shipped the Bug from Veracruz to Colombia. From there they followed the 'Panamericana', going down to Argentina before re-tracing their steps again.

In December 2012 they started another chapter of Herbie's World Tour by exploring Africa with Herbie II pulling the camper. Starting once again from Vienna they visited Genoa, Italy, in order to catch the ferry to Tangier, Morocco. From there they crossed the African continent, travelling down the west side of it, reaching the Cape of Good Hope several weeks later.

After reaching the most south-western point of the African continent, they headed back north again, but this time on Africa's east coast of course. On their long way up they had to go along the notorious Trans-East-African Highway (in Kenya), which was negotiated in the middle of the rainy season without a tow. After crossing Lake Nasser as well as the Mediterranean Sea by ship they reached Eurasia, before arriving back home.

In May 2014, Domi and Zainab eventually returned to the US. After travelling together around the world for four years they decided to tie the knot. Getting wed in Independence, California, they took the Beetle to their favourite southwest haunts for their honeymoon, thus drawing to a close an epic chapter of travel.

Welcome to Texas
DRIVE FRIENDLY THE TEXAS WAY
53

Mauritania was just one of the 80 countries they passed through while travelling down the west side of Africa

On the way up the east coast of Africa, the '63 Beetle had to negotiate the treacherous Trans-African highway

5 most memorable moments

That's the shortened version, of course – you can read a blow-by-blow account on the Herbie's World Tour site here – www.herbiesworldtour.com. It makes a fascinating read and there's a lot to take in, so in the meantime we quizzed Domi about his five most memorable moments…

1. Air we go

After getting stuck for weeks in Cabinda, the exclave of Angola, waiting for a ferry or cargo ship to take us to the mainland, we eventually found an alternative way of getting there. The Angolan Air Force took us – including Herbie and the camper – to Luanda, the capital of Angola, by plane. Despite taking three hours to get us loaded, it was such a terrific experience to travel by a military plane and to later camp overnight right on the international airstrip of Luanda.

See: www.herbiesworldtour.com/2013/02/0//fasten-your-seat-belts/

2. Rivers of mud

We faced the most awful roads on our trip around the world and as luck would have it, we ended up travelling through the Democratic Republic of the Congo (DRC) during the rainy season. It was just an earth track for hundreds of kilometers with countless ponds and mud everywhere. Actually, despite being the only route south, vehicles were not permitted to cross the border at that time, because even 4WDs would have struggled. However, we were able to convince the border guards by explaining that our visas would expire if we had stayed and waited. They saw our set-up and just laughed, because they thought that we could never make it. We simply attached snow chains to the rear wheels of Herbie and benefited from the excellent traction. In the end, we made it even though those were the darkest days of our entire adventure.

See: www.herbiesworldtour.com/2013/01/19/the-last-pond/

3. Dakar Rally good

We had no idea that we were following the path of the South American Dakar Rally as we climbed the Andes in order to cross the border from Chile to Argentina by following a never-ending dirt road all the way up to the top, the so-called Paso de San Francisco, located 4726m above the sea level. The oxygen was getting rare, which had an influence on Herbie's performance and Zainab felt a little dizzy. We were happy when we finally reached the border to Argentina and a perfectly paved road going downhill again.

See: www.herbiesworldtour.com/2012/04/09/herbies-dakar-rally/

4. Ship sabotage

The shipping from Mexico to Cartagena in Colombia entailed a lot of problems. When we wanted to pick up the car at the harbour, we immediately noticed there was something wrong because it didn't want to start. Later on, we found out that some people on the ship had taken it upon themselves to have a fiddle and this resulted in quite a bit of damage, primarily to the locks and ignition system. Consequently we had to prolong our stay in Cartagena for several weeks, in order to get the spare parts for Herbie and repair it. To make matters worse, there then was a roadblock protest. We weren't sure what it was all about.

www.herbiesworldtour.com/2012/02/23/why-hurt-herbie/

5. Wedded bliss

The most memorable moment of our entire trip was, of course, our wedding in California. After travelling the world for almost four years, we decided to get married in Southern California. Being accompanied by our beloved car Herbie was the icing on the cake.

See: www.herbiesworldtour.com/2014/05/11/just-married/

Domi's top 5 tips for others

Four years is a long time to be on the road in a Beetle, so it's no surprise to learn that Domi has a wealth of advice when it comes to embarking on such a trip. If you've ever been tempted to grab your keys, a case and take yourself off, here's some useful tips to consider before you grab your passport

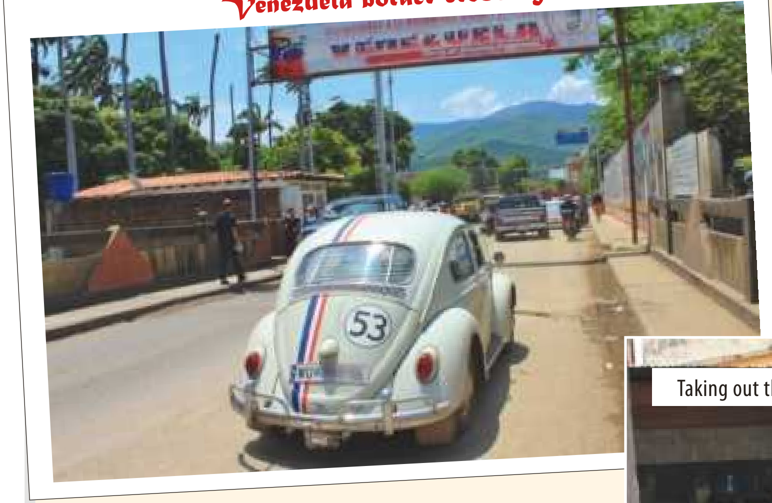
1. Believe in your dream – and live it!

So many friends have told us that they would love to travel the world. Most of them have never done it, because they find excuses or are too afraid.

We decided to live our dream to travel the world and can now say it was one of the best decisions we have made in our lives.

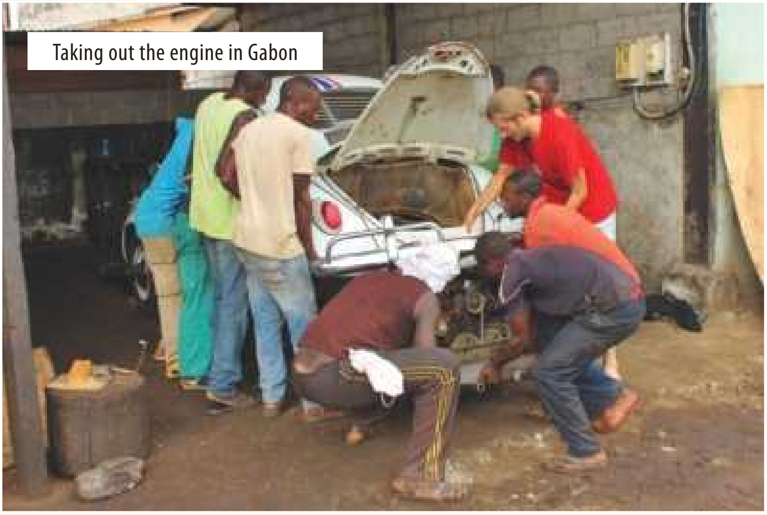
There were a lot of people who told us before we set off that it wasn't a good idea but we believed in our dream, made the seemingly impossible possible and learned so much along the road. The most important thing is to believe in yourself, and not in what others tell you about how to live your life.

Travelling through Argentina on route to Paraguay


Venezuela border crossing

2. Prepare – but not too much

It's important to have an idea of where you want to go. Do your homework before you set off and get organised. However, you cannot be prepared for everything. Choose your source of information wisely and here we recommend talking to other travellers or reading about their experiences first. Often, people who have never travelled themselves are the most negative and warn you about other countries. Be positive – the adventure will be there anyway waiting for you.


Taking out the engine in Gabon

3. Try to adapt

When you're travelling, it is important to try to adapt to the situation you find yourself in. Everything can be so different to what you are used to… countries, people, religious beliefs, cultural matters and so on. This relates to everything from how you dress to having empathy for those you meet along the way.

4. Never bribe

We are proud to say that we have never bribed anybody on our trip through 80 countries. Of course, offering money can be an easier way of doing things, but we believe this can create a bad impression and give local people the wrong expectations. We heard many people say that every European gives them bribes and we should to the same. But we have never done it and instead talked to the people in a friendly way. And others that follow in our footsteps will profit from that.

The Cotopaxi volcano in Ecuador

Essential welding in the Congo

5. Have an open mind and enjoy

Finally, no matter what happens along the road, don't give up easily. Have an open mind and try to enjoy every moment, even though it can get exhausting at times.

Re-live your adventure

We'd be surprised and thrilled in equal measure if you've completed a trip of this magnitude, but sometimes the more humble travel experiences matter just as much. If you've been anywhere interesting and have a tale to tell, send an email to the usual address – namely volksworld.ed@kelsey.co.uk

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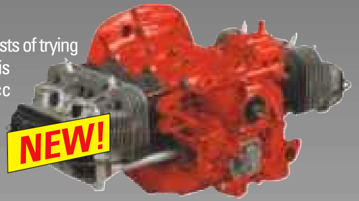

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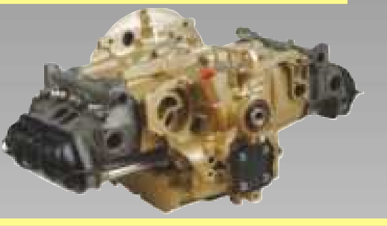

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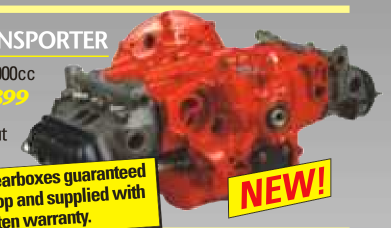

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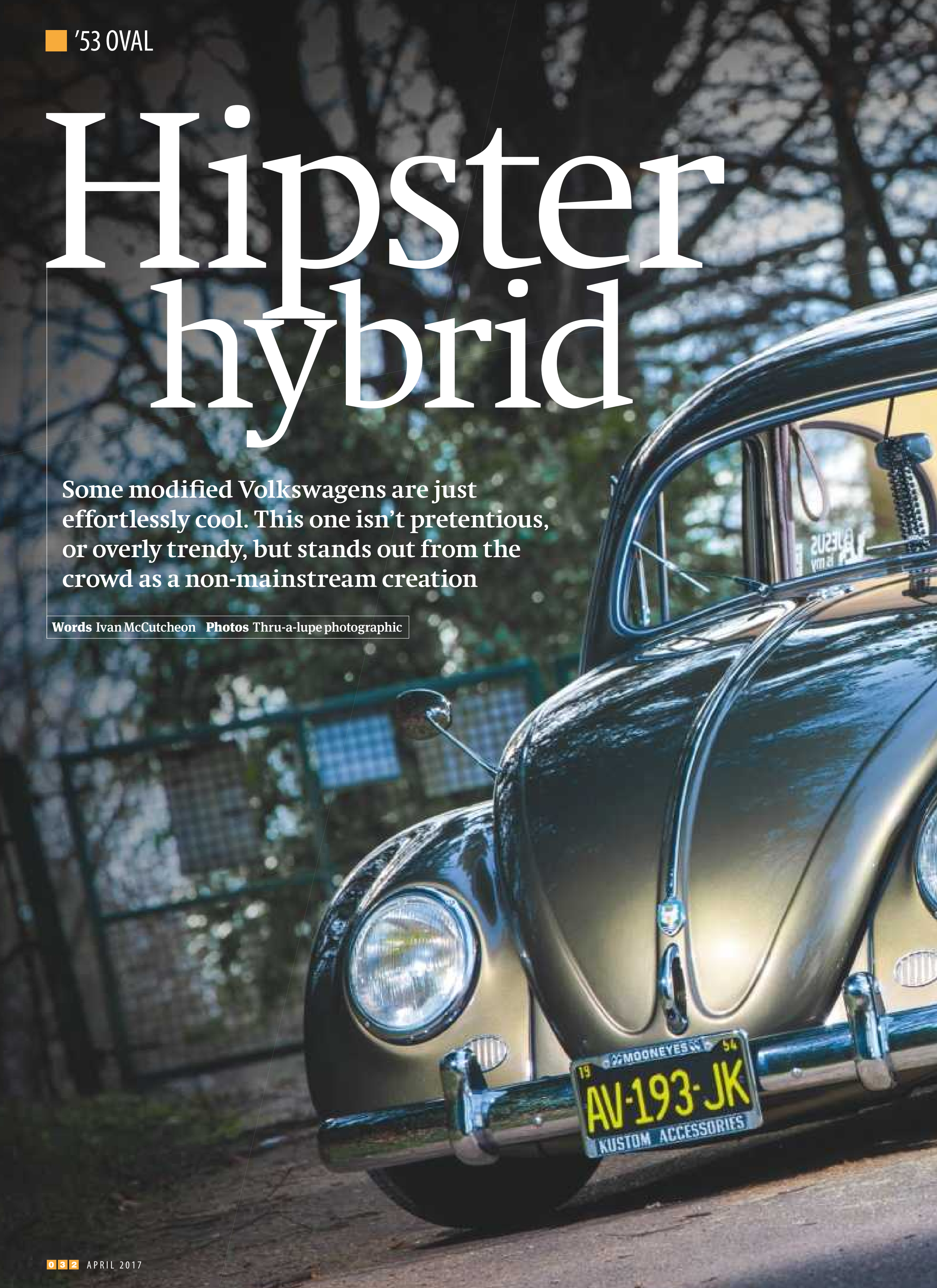
Hipster hybrid

Some modified Volkswagens are just effortlessly cool. This one isn't pretentious, or overly trendy, but stands out from the crowd as a non-mainstream creation

Words Ivan McCutcheon **Photos** Thru-a-lupe photographic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BFGoodrich
Radial T/A

"His masterstroke was to look outside the VW scene when it came to the rolling gear"

CALIFORNIA
54
AV-193-JK
GOLD LADY
Radial T/A
BFGoodrich

“Fabrice must have wanted to run these wheels real bad”

BFGoodrich
Radial T/A

How cool? Fabrice went against the grain but chose a winning wheel for sure, and we love the way they tuck up into the wings

You only have to take a look at this Resto Custom Oval to know the owner marches to the beat of a different drummer. But then the man in question is Fabrice Goepfert from Distoff in Lorraine, France and, being a Frenchman, has that all-important Gallic flair. It’s instantly obvious from the photos that Fabrice is style conscious, from his long beard and flat cap to his checked shirt. It’s equally apparent he has used his vehicle as, well, a vehicle to portray his panache.

To customise anything means to modify it to your individual taste, preferences and specifications. When it comes to personalising an air-cooled Volkswagen, there are a number of tried and tested categories you can opt for, such as Resto Cal or Cal Look. The thing is, even when you decide to follow the basics of one of these styles, the spectrum of choices open to you is vast, and the result of your decisions will end with a unique creation. Basically, unless you set out to clone another car, you’ll end up with your Beetle – a car that differs in some way from others, and says something about you.

TECH INFO

BODY
1953 Deluxe Oval Window Beetle; all original specification body expect for glass fibre front wings and widened steel rear wings, Metallic Castle Green paintwork

CHASSIS
1954 floorpan; narrowed front beam; narrowed rear axles and tubes; CSP front disc brakes and trapeze bar

WHEELS AND TYRES
Cragar Keystone chromed steel wheels, 4.5 x 15 front, 7 x 15 rear; Falken 145/65-15 front tyres; BF Goodrich Radial T/A 215/65-15 rears

Narrowed beam was an essential modification due to the offset of the American car wheels

Fabrice clearly set out to build a car that was both different and stood out from any other Beetle. His masterstroke was to look outside the VW scene when it came to the rolling gear. EMPIs, BRMs or Gas Burners may have been on the menu but, tasty as they are, he didn’t fancy any of them. Instead, Fabrice wanted something off the specials board, something he hadn’t seen on a VW before.

Keystone copped

We might as well get the most obvious bit out of the way before we go any further. It’s the wheels on this Oval that really grab your attention. But then, as anyone with half a clue knows, wheels maketh the ride! Fabrice chose a set of wheels you’d more normally find on an American car, rather than a VW, the Series 32 Keystone Klassic from Cragar. Originally known as the Kustomag, when launched late in 1964 by Keystone Rims Inc. of Monterey Park, California, these die-cast alloy sports wheels were never as popular as the Cragar S/S, but were still a common

Huge is the word. Two 48IDF Webers fuel this baby

Wedged in the back is a honking, hi-po, 2276cc motor. We think 125bhp more than stock is about right…

> “the rear end of this Oval has got more going on than Kim Kardashian”

CALIFORNIA
193-JK

From this angle, the fact the rear wings have been subtly widened is more apparent sight by the early 1970s as street car owners had seen the wheels used on famous drag racing cars, driven by the likes of Dick Landy and Sox & Martin. Like many wheels of the period, Keystones eventually fell out of fashion, though not before they experienced a heyday with the Vanning crowd in the late '70s. However, thanks to a resurgence of interest in retro alloys, and the fact they are being reproduced, people have started fitting them again, although we can't say we've seen anyone else stick them on a Bug.

Wide boy

Fabrice must have wanted to run these wheels real bad, as not only did it mean having to convert to an American PCD (wheel bolt pattern), but he also had to widen the rear wings due to the offset of the 7 x 15 rear wheels. The wings are steel and have been cut apart just after the slot for the bumper irons, and had an inch section from another pair of wings welded in – skillfully! These were done towards the end of the bodywork phase of the project, which was started in 2005 and took five years to complete.

The 'shell of the car dates from the first year of Oval Beetle production, 1953, though the chassis left the Wolfsburg factory a year later, meaning the car is something of a hybrid in heritage. The body was actually very solid, but also pretty much bare when Fabrice obtained it. He opted for glass fibre front wings, probably due to the fact original Oval wings are so hard to find and so costly if you do. Again, eschewing the traditional route of sticking with VW colours, Fabrice chose to paint the car in an absolutely stunning colour – Castle Green Metallic. All of the original trim parts have been retained, including the oh-so-desirable heart tail lights.

Tricked out beneath

Things are a little less original underneath the '53 shell, which has been mated to a fully tricked-out '54 floorpan. This boasts a narrowed front beam, Koni shocks on all four corners, CSP front discs, Type 3 rear drums and a CSP trapeze bar. There's a good reason for this addition, as the rear end of this Oval has got more going on than Kim Kardashian – although it is a lot more subtle about the fact! You see, when new a '53 would have had an 1131cc engine and a '54 would have been one of the first equipped with the upgraded 1192cc engine, but this car is packing a whole load more horses than either of these. In fact, it's close to being the capacity of the two added together! Under the decklid now you'll find a whopping 2276cc engine with twin Weber 48IDF carburettors. Now, if you have never tried shoehorning a stroker motor into an Oval, you won't be able to comprehend what a task it is. Back when VW was churning these cars out at a similar rate to the speed cockroaches breed, they weren't considering that over 60 years

TECH INFO

INTERIOR
Original-style 1952 Export herringbone cloth upholstery; tan German square weave carpets; tan wool cloth headliner; Standard Oval three-spoke steering wheel; Moon gauges; Stewart Warner Maximum Performance memory tach

ENGINE
2276cc Type 1; 82mm crankshaft; 94mm barrels and pistons; ported and polished heads with 44 and 37.5mm valves; Engle 120 camshaft; 1.4:1 high ratio rockers; dual Weber 48IDF carbs; CSP oil breather / filler; full flow oil system

POWER
approx. 150bhp

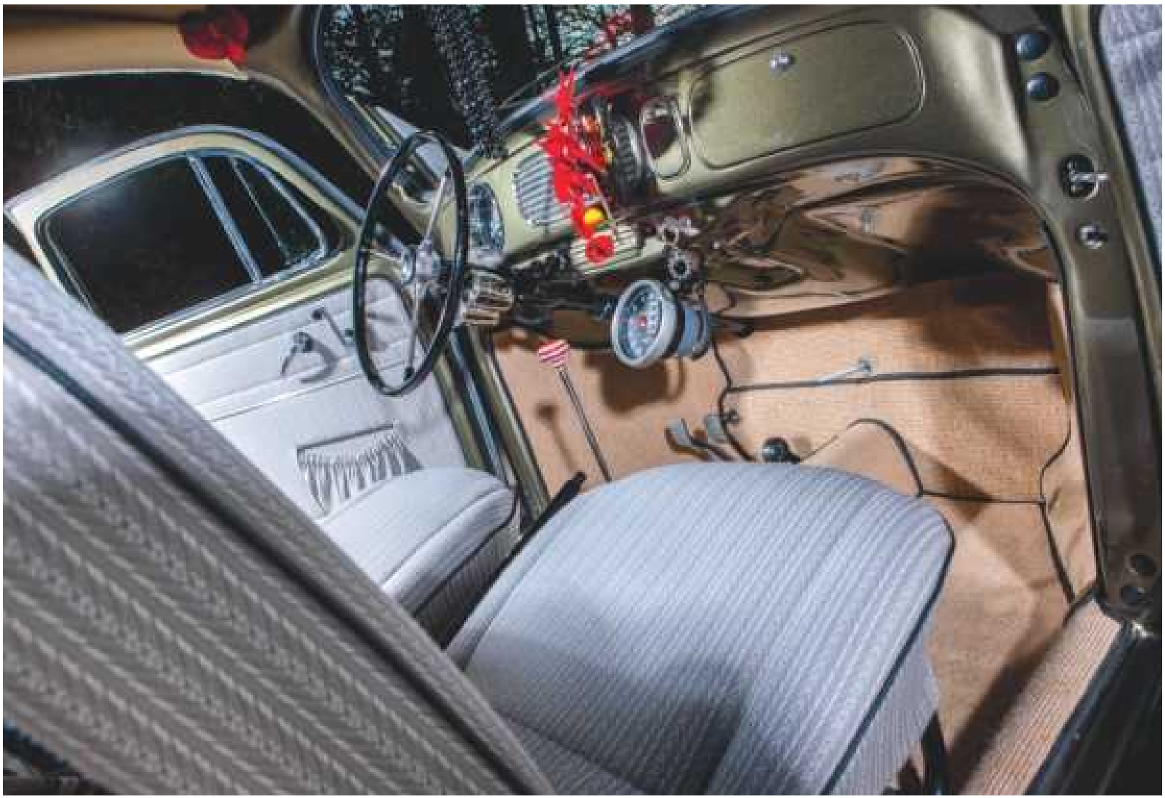
Custom & Speed Parts oil filler and breather box

Don't you just love heart tail lights? The upper lens is the brake light

Detailing continues under the bonnet, but what happens if he gets a flat tyre? The huge 100mm petrol cap is a carry over from the earlier Split Bug

Wolfsburg crest is an absolute classic

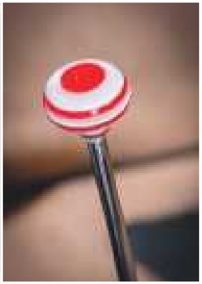
Swan neck Albert mirrors are hot!



Interior is more classic than mod, but does it ever work! Original '52 / '53-era seat cloth is replicated beautifully by Himmelservice in Germany

Moon oil temperature gauge monitors the engine on the run, and there's a matching oil pressure one the other side

Not your more common Auto Meter, but a giant Stewart Warner memory tach



Stock shifter is chromed and features a candy cane knob

Fabrice and Aurélie have been all over Europe attending events since getting their Oval on the road

later people like us would be doing this sort of thing, so the engine bay was only made big enough for the 25 / 30bhp engine. This means a twin port-based engine with an 82mm stroke and those huge carbs is a real squeeze. But with an extra 125bhp over the original powerplant, it was worth all the effort.

Come inside

The moment you open either door of this Oval you are greeted with a very plush looking interior. It suits the car perfectly. The upholstery work was carried out by Sellerie Gomez in Saint Félix, France. Fabrice ordered new, original-style materials from the VW specialist Himmelservice in Germany. The seats, door and side panels were trimmed in grey / brown herringbone cloth, as originally used in 1952-'53. The headliner was renewed with beige mohair, whilst the carpets are oatmeal square weave. The rest of the interior is a combination of classic and custom, with a Standard model three-spoke steering wheel modified by the owner to have a polished boss and spokes, rather than the austere black it came. There are a couple of Moon gauges to monitor oil temperature and pressure, and a Stewart Warner five-inch rev counter completes the story.

Since finishing the project, Fabrice has driven the Oval to shows and meets in various countries, including a visit to The *VolksWorld* Show at Sandown Park, where it was a real hit with the visitors and judges alike. So much so, Fabrice returned home to France a Top 20 award winner, and a very worthy one at that. ■

> **"an extra 125bhp over the original powerplant"**

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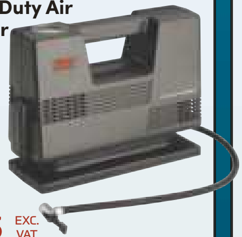

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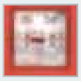

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Don't look back in anger

Craig 'Panman' Kemp says his 1965 Split Pick-Up was built to annoy the purists, but it's so cool we reckon they'll love it, too

Words Mike Renaut **Photos** Matt Richardson

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We're headed to Craig Kemp's workshop but we haven't got a house number, or a postcode, just a vague description of the area. But we know we're at the right place when we spot his mate's slammed and stickered Passat estate sitting outside. As various garage doors are unlocked for us, car-wise it looks like Craig's into a bit of everything for, as well as the VWs, there are a couple of customised American cars in the barn opposite. "It's funny how everyone seems to go through a similar story when they're into older cars," says Craig. "People who are into cars tend to start with Volkswagens, or Minis, or maybe old Fords. You modify them, then maybe get one or two American cars, then perhaps even a hot rod or custom. Then you often go back to concentrate on just one type of vehicle.

"There was a time when Volkswagens were a bit looked down on by some car people

> "it's still a working vehicle. In fact, I drive the wheels off it"

PANMAN
EST. 1974
FKJ 266C

TECH INFO

BODY
1965 Split Pick-Up; tubbed front and rear with narrowed and re-positioned 1967 rear vents; removable hatch for forthcoming rumble seat; false bulkhead around fuel tank; homemade tow bar mount

WHEELS AND TYRES
Front: stock steels with 185/55-14 Arrowspeed tyres; rear: offset adjusted banded steels with 195/60-14 Avons.

ENGINE
1500cc single port; stock Solex 28 carburettor; Bosch 009 with Pertronix Ignitor; re-positioned air filter; standard exhaust with stainless steel tip

SUSPENSION
Three-inch raised and five-inch narrowed front beam; flipped spindles; narrowed rear torsion bar housings; stock 1200 Beetle gearbox

< Photographer Matt wanted this image included to justify bringing along his big ladder. We like it because it shows how straight the truck's upper sheet metal is

^ Rear wheels have been widened and mounted the other way round for more 'dish'

∨ That hefty pair of overriders, and the bar the spotlight is mounted on, were fabricated by Craig, because he's talented like that

> Shoving the truck along is a 1500cc single port with a Solex 28 carb. Being cool doesn't always mean being fast, although an upgrade is on the cards…

but, since the hot rod and VW cultures have become increasingly linked, it's more and more acceptable to be into all different sorts of old cars.

Why Panman?

"I'm a self-employed fabricator and welder," continues Craig. "I'm known as 'Panman' since I always seemed to do all the repair work on rusty floorpans, and shortening them for Buggies. Currently, I'm working freelance at Lust for Rust (www.lustforrust.co.uk / 01622 871963) so I'm never far from Volkswagens and other classics at work or at home. I've also got a 1965 Camper on air ride that I'm part way through building. That sits low enough that its sills touch the ground.

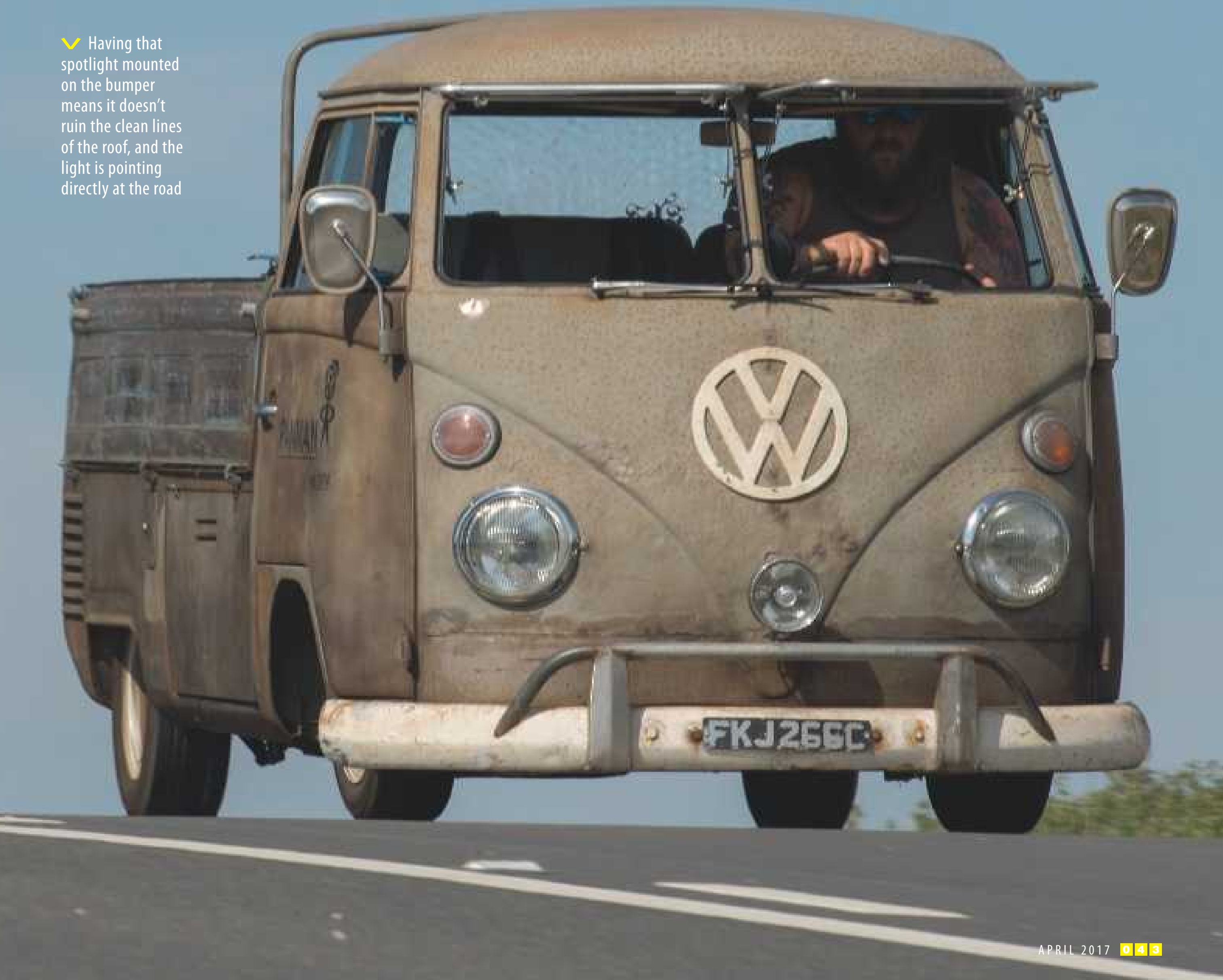
"I've always been around Volkswagens. I used to build Buggies with a mate as 'Retro Buggies' then, a few years back, I was building a Volksrod with a chopped top and Kelsey Hayes wire wheels, but when someone offered me silly money for it I couldn't refuse, so it was on to the next one."

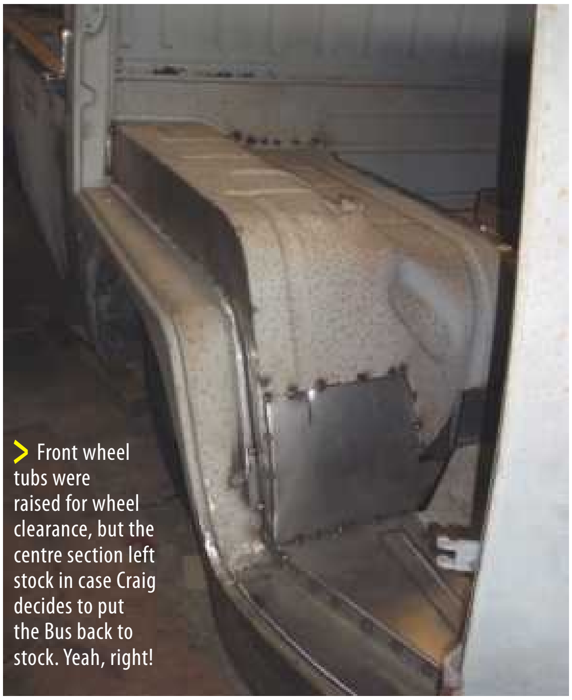
That 'next one' turned out to be waiting for Craig on eBay Motors, though at first glance it wasn't exactly a promising start. "In 2013, a mate asked if I'd seen the empty Pick-Up 'shell on eBay. I use the site a lot but I'd never really looked at eBay Motors so, when he sent me the link and I saw an early '65 Pick-Up body, with a starting price of £3,500, I went straight over to have a look."

The 'shell had been media blasted and given a quick coat of grey primer, but hadn't progressed much from there. "It had sat in this fella's garage for about eight years, but he got into financial difficulties and needed money in a hurry. The doors were hung, but it obviously needed a bit of metalwork repair, so I shook his hand at £3,750 and arranged to come back with a trailer." But when Craig returned to collect the 'shell, he got an unexpected surprise.

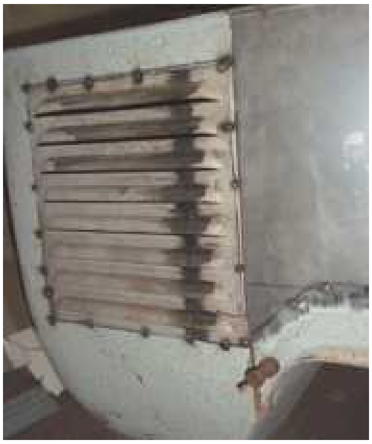
> "He had never mentioned that the buying price included every part I needed to build the Pick-Up"

Having that spotlight mounted on the bumper means it doesn't ruin the clean lines of the roof, and the light is pointing directly at the road

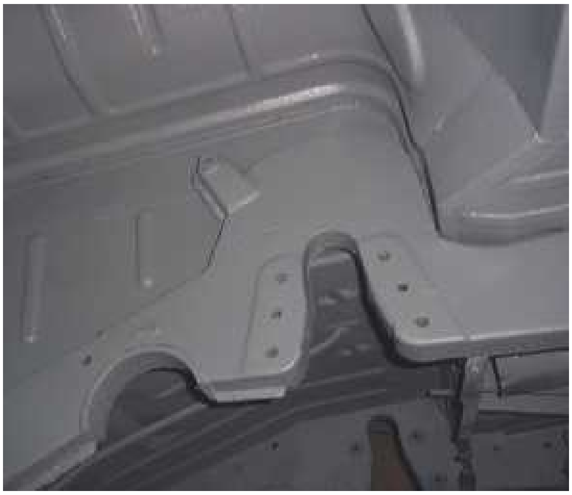




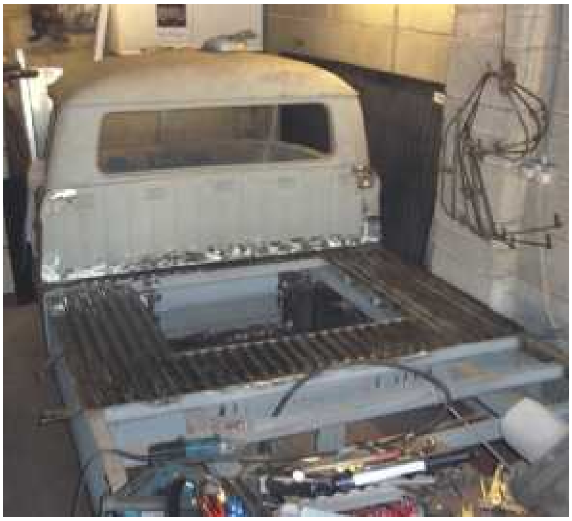
Front wheel tubs were raised for wheel clearance, but the centre section left stock in case Craig decides to put the Bus back to stock. Yeah, right!



Enlarged and tubbed rear wheel wells meant the stock vents no longer fitted, so '67 vents were very neatly narrowed by 1¼ inches and moved to the rear corner panels



It takes a lot of work to get a bus this low, and this one has had a beam and steering box raise, notched and boxed chassis and the beam now mounts to the inside of the frame rails



That hole in the rear bed will one day hold a fold-away dickie seat for Craig's children. He says he'll also install a wind-down window so he can talk to them!

When we said it needed a bit of metal work, this is some of what we meant. It's lucky Craig is a talented welder / fabricator, and loves his work

"The bloke asked me to follow him, and we went off toward some woodland. I thought I was going to get robbed – or worse – but he then opened up a lock-up garage and it was full of Volkswagen bits. He had never mentioned that the buying price included every part I needed to build the Pick-Up. It took me five trips to get it all back to my place!"

In truth, it wasn't quite every piece. "I had to buy some brake cylinders since they were missing…" says Craig with a grin. But just 38 days later, the old Split was back on the road. Clearly, Craig is not a man to hang about.

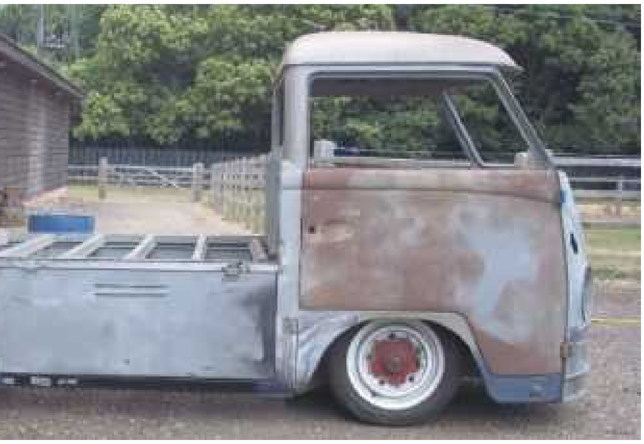
> "I thought I was going to get robbed – or worse"

Tub job

The steering box was raised three inches for ground clearance and the inner wheel wells tubbed and raised five inches. "I kept the original centre section of the floor at the standard height so I can return the floor to stock if I ever restore the truck," says Craig by way of an explanation. If he does that, he'll also have to reinstate the factory handbrake mechanism as that too had to be modified to enable Craig to reach it after the tub job.

The front beam is also raised three inches, and was narrowed by five, so its end plates now sit inside the chassis rails, rather that outside them. To ensure everything is as strong as it could be, the front section of the chassis was boxed and notched. The spindles have also been flipped to get the wheels further up into the 'arches and the brakes are stock five-bolt drums. Even the wheels are the standard steel ones that came with the package, though the rears have been banded and 'offset corrected' by having their centres cut out and moved inward to deepen the dish.

Up the back end, the rear torsion housings were narrowed 1½ inches per side and a stock Beetle swing axle gearbox slotted into place with otherwise



When you see how much metalwork alone has gone into this truck, getting it re-assembled and back on the road in just 38 days is an impressive feat

stock suspension. That gearbox is a 1200 unit dating from sometime around 1970. It's bolted to a stock 1500 single-port engine with what Craig describes as "a second-hand carb." Voltage comes via an Ignitor-equipped 009 and the truck has been converted to 12V. You might also spot that the air filter has been moved from the original location on the right over to the left to provide easier access to the battery. Gases exit via a stock exhaust, less the peashooter tailpipe that's now replaced by a two-inch stainless pipe. That's all just temporary though: "I've got a hot 1835 with a handmade 'bag of snakes' exhaust that I'll drop in at some point to speed it along a bit more."

Blue period

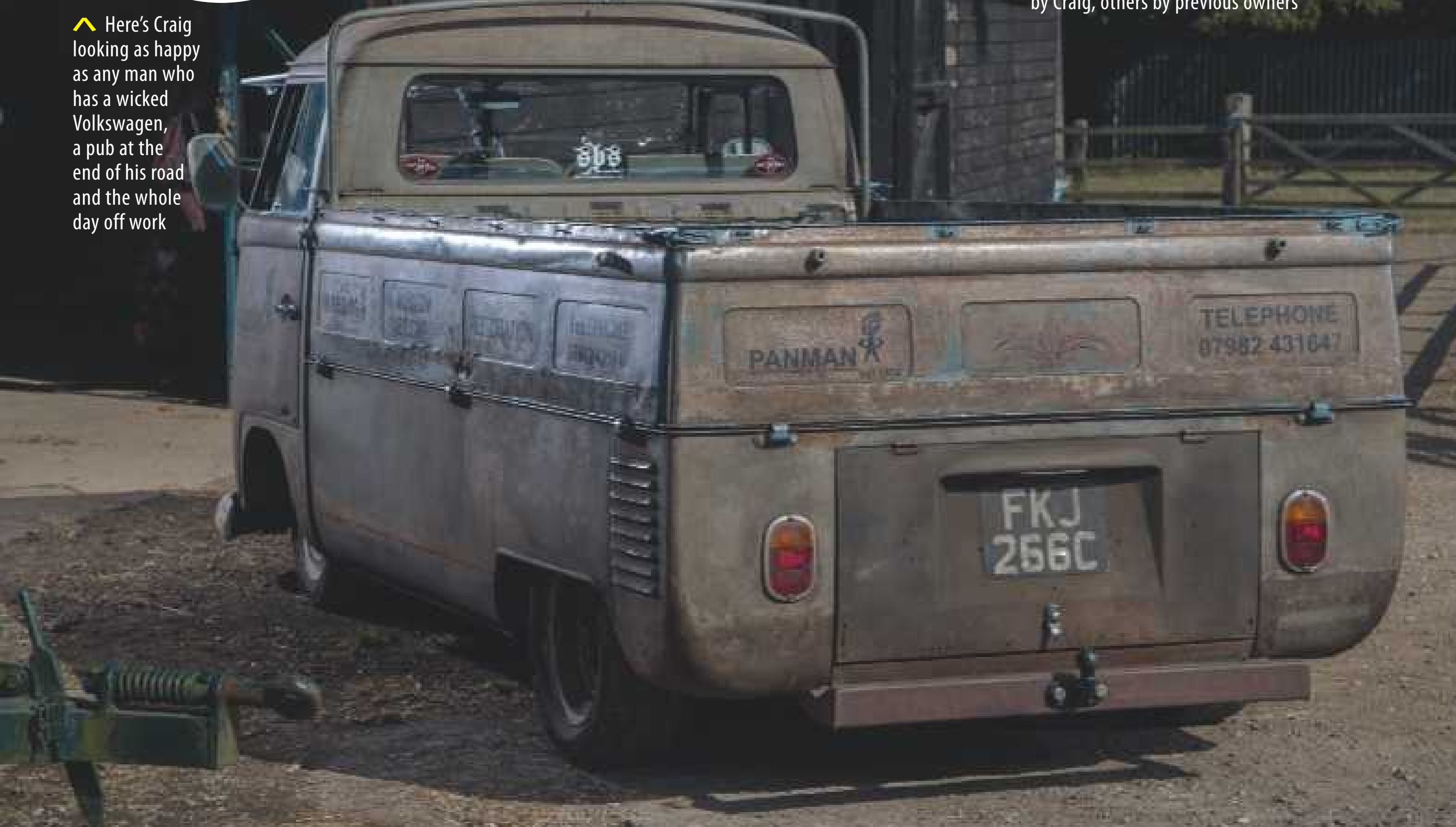
Returning to the bodywork for a moment, when Craig had a chance to better look over what he had bought, it became obvious the truck had been worked on before. "It's an early '65 production date, but it has the bigger back window, and the rear quarter vents are the 1967 type. It could all be returned to stock, but I like it this way." Craig isn't aware of much of the Pick-Up's history, other than it was once blue, and it had four previous owners in the Munich area since 1973.

Still, as he was never planning on a concours restoration, the old truck's history wasn't the most important thing to him. "I was always going to customise it, and I like fabrication work, so the first things I made were the front bumper guards with the overrider bar. I picked the spotlight up from the guy I rent my garage from.

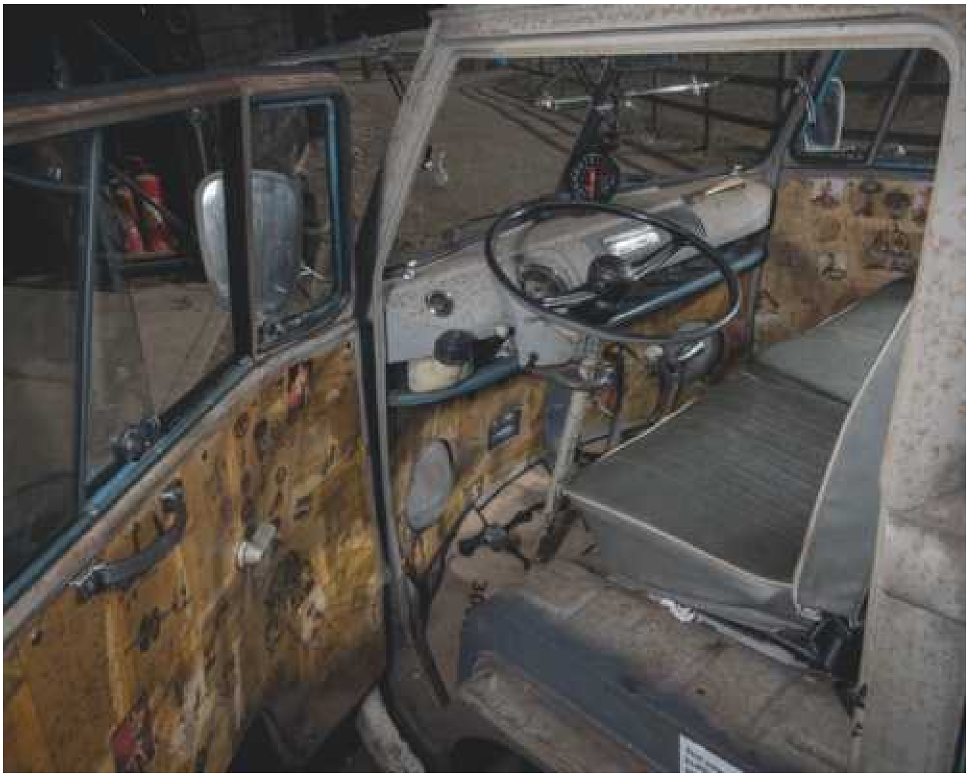
"Creative Engineering supplied the Safari window frames, I bought the clips and catches from eBay and then had Mark at Morgan's Glass (www.morgansglass.co.uk) cut the glass for me.

Craig proudly displaying his new MoT certificate. The tester may have had his doubts when he first rolled up, but once he looked underneath it was clear this Bus has had time well spent in all the important areas

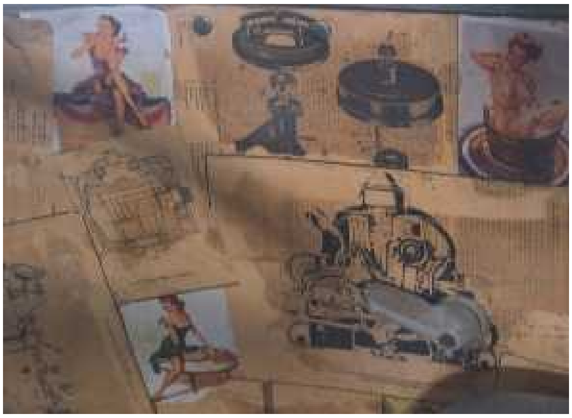
Here's Craig looking as happy as any man who has a wicked Volkswagen, a pub at the end of his road and the whole day off work



What's odd about this shot? Look at that back window. It's a '65 Bus, yet it has a '67 rear window. Mind you, that's far from the only modification that has been done – some by Craig, others by previous owners



When the needle hits 11 it's time to shift to second gear – and then get on the 'phone for some engine rebuild parts…



A moment of silence for the Haynes manual that gave up its pages so Craig and wife, Sarah, could decoupage the interior, punctuated by a few chosen pin-up girls

Look past the Scat shifter and note the modified handbrake release mechanism – necessary due to the tubbed floor

"The dashboard is stock, except for the radio cover I made since I couldn't find one. The rev counter was £30 from eBay."

You can't fail to spot the interior has been decorated or, to use the correct term, decoupaged with appropriate images. "I used the pages from a Haynes manual – actually a Beetle one if you look closely," laughs Craig, "then my wife, Sarah, and I covered the rest in pin ups. I used the tasteful ones but Sarah picked out all the nudes!" That hard-wearing 'carpet' is a hessian coffee sack, trimmed and edged to fit.

Rumble in the...

On the main body itself, the whole lower front panel was replaced, as were the bottoms of the b-posts and the cab steps. His welding and cutting gear was kept warm as he then replaced all the cargo bay and pick-up bed crossbeams and floors, before starting in on yet more modifications. "There's a hatch cut in the bed behind the cab ready for a rumble seat to be fitted for my kids," explains Craig. "So they're not out there on their own, I'll fit a roll-down window in the back of the cab, too."

The rear quarter vents then needed moving rearward to the corner panels to clear the tubbed rear inner wheel wells he'd made. As they weren't a direct fit, the vents were also narrowed 1¼ inches, which sounds easy in theory but you can be sure it wasn't in practice. The fuel tank was also modified so the feed pipe now locates in the top, and Craig created a false bulkhead as a precaution against an engine fire spreading throughout the truck.

Now how about those drop gates? "They'd obviously started rusting in the past and had been plated on the inside edges," says Craig, "but that only created a big water trap and meant they rotted out further. They were the only bodywork part of the vehicle that hadn't been media blasted so I've just left them as they are for now. I'll repair them properly at some point.

"Welding relaxes me and I enjoy fabricating things. I was really pleased with the way this one turned out – much better than I expected – and it was fun to do, too. It drives nicely, and is happy cruising at 60mph.

"I used the tasteful ones but Sarah picked out all the nudes!"

"If nothing else, it was built to annoy the purists by customising what's now a fairly rare truck. Far from being stuck away in a collection, though, it's still a working vehicle. In fact, I drive the wheels off it – I had a ton and half of floor slates in it last week!"

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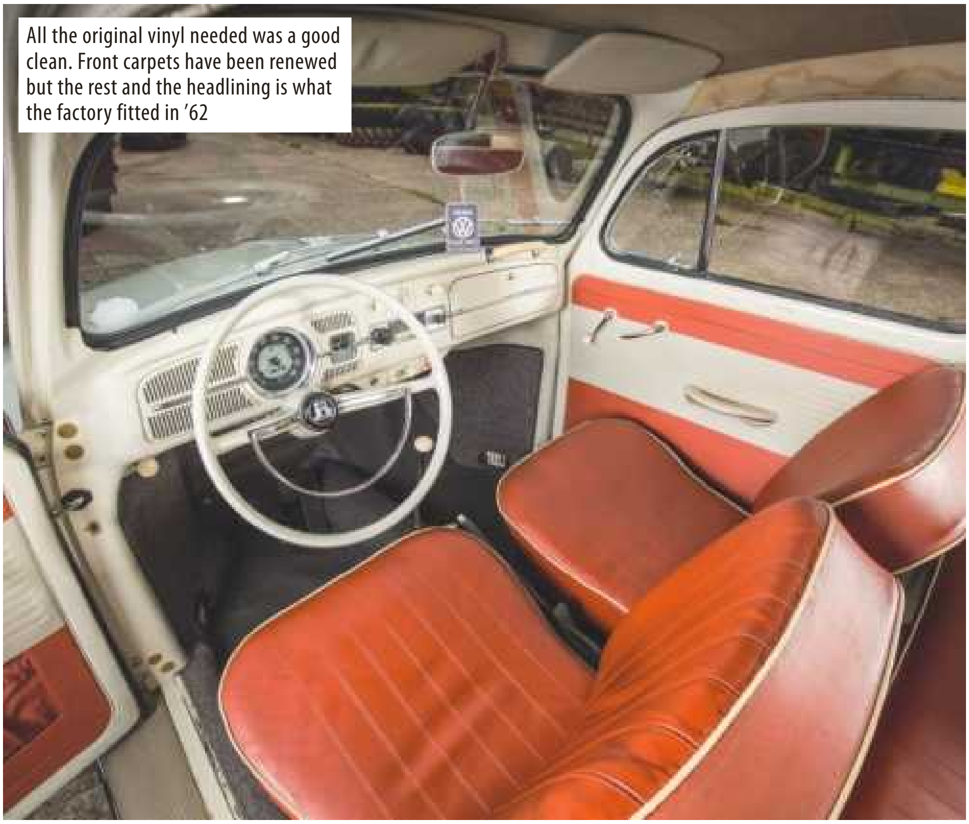
A right Pearler

Words James Peene **Photos** Dan Pullen

Restored cars are great, but they can't hold a candle to an original survivor that's been cherished its entire life

> “The reality can be every bit as good as the fiction”



All the original vinyl needed was a good clean. Front carpets have been renewed but the rest and the headlining is what the factory fitted in '62

^ The headliner could have been replaced, but it would have lost much of the car's character, so it was left well alone

You can't beat a red interior in a white car. Amazingly, the covers in this car are now 55 years old

Bumpers are re-chromed originals, fitted with accessory overrider rubbers. Black California licence plates were only used from 1963-1969. They look cool, but are illegal to display in the UK. Boo

Dash, and in fact the whole interior of the car, was left as found. It took half a century of use to look like this so, in our opinion, Steve did the right thing not re-painting it

Bendix Sapphire radio has a replacement knob from an electric guitar, St. Christopher is for luck

Simple, elegant, functional. There's no need to replace the steering wheel on an early '60's Bug

All of the rubbers in the side windows are originals from 1962

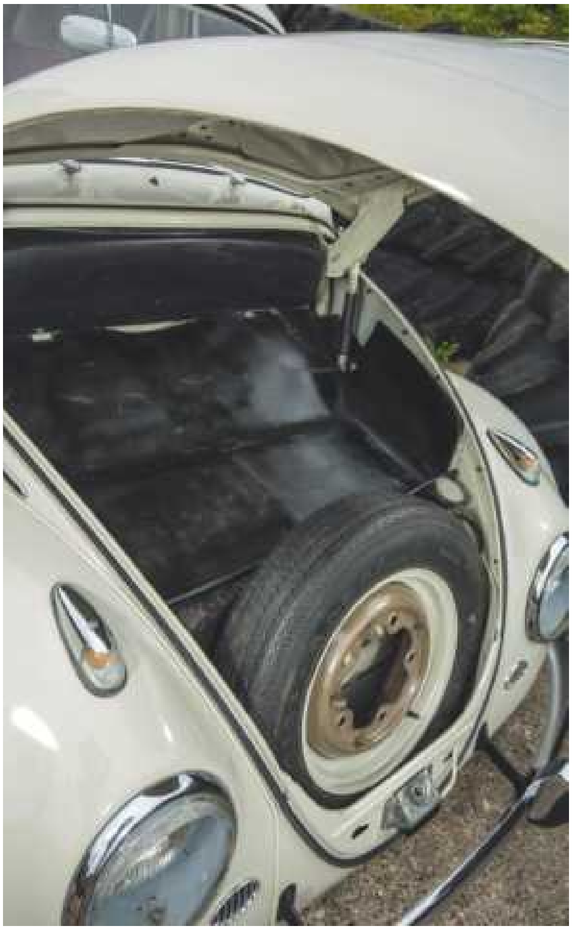
The phrase 'one lady owner' often comes up when people are selling cars. It's used to imply a car has had an easy life at the hands of some old dear who only used it for trips to the local shop to buy tins of dog food and picking up Jean and Margaret on bingo night. But does anyone really believe this? We live in the modern world, where both sexes are equal, so to suggest women go any easier on their cars than blokes is complete nonsense. I'm not channelling my inner Donald Trump, but women can be every bit as terrible as men when it comes to driving. I genuinely know a girl who hates turning right and, if she can't find three parking spaces together so she can drive into the middle one, she doesn't park, or goes home instead. That's actually true, and not in the least sexist, because I know blokes who are just as bad in other ways.

However, the tale of this Pearl White '62 reveals that sometimes, the reality can be every bit as good as the fiction, even if the car itself has had more than one lady owner by now.

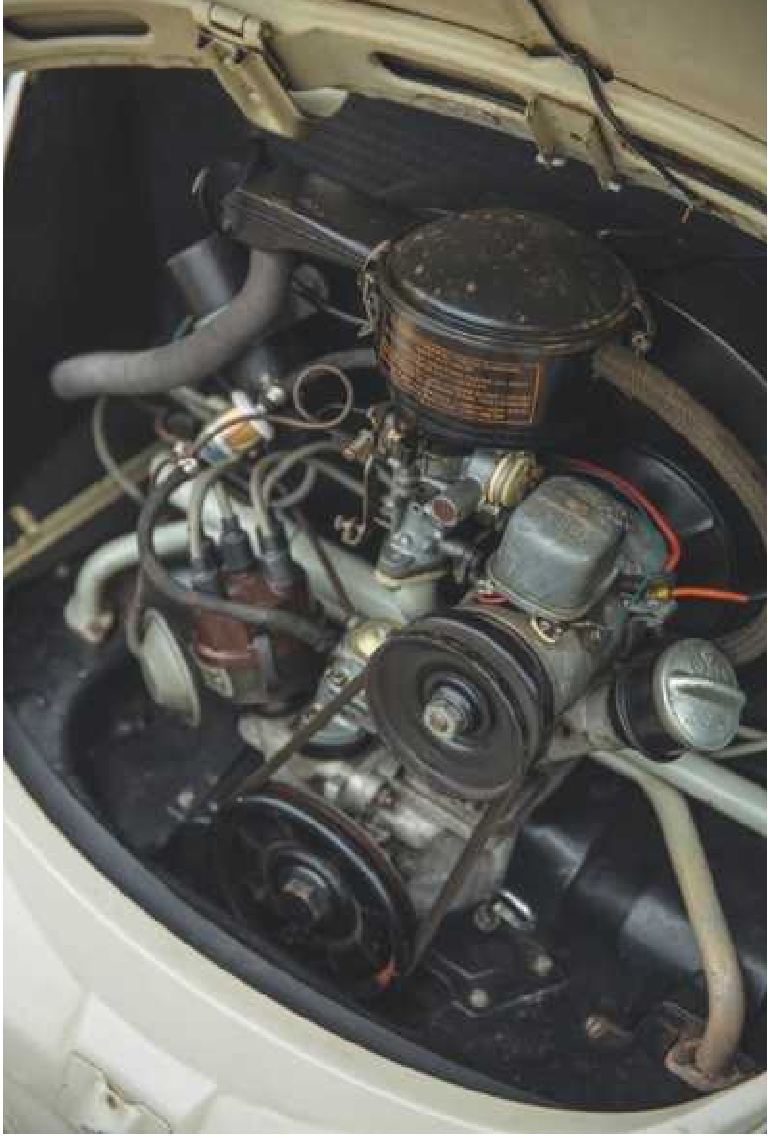
We first clapped eyes on this '62 at last year's Freddy Files, where it had been driven from Burnley in Lancashire to Witkap central (otherwise known as Ninove) by its then owner, 'Kinky' Mick Tattersall. Mick had bought it from his old friend, and the man who found it, Steve Gilbert of One on One Restorations. Steve takes up the tale: "I found it on Craigslist. I'm always looking for stuff and this was owned by an old dear called Mary, who'd had it from new. She lived in San Francisco and died in 1992. Her nephew was in charge of her estate and was selling it on. The bumpers were mangled and all four wings were bashed in, but it was garaged whenever she wasn't using it and came with a ton of history. Really cool things like the letter she'd got from VW in 1970 when she'd written to them saying she'd misplaced her owner's manual and they sent her a replacement."

In fact, this car comes with much of the history written by Mary herself. It details many of the journeys she made in the '62, and all of the work she had carried out on it over the years. It also confirms that the indicated mileage of 80,000 is genuine, and that she was still paying off the hire purchase agreement in 1976!

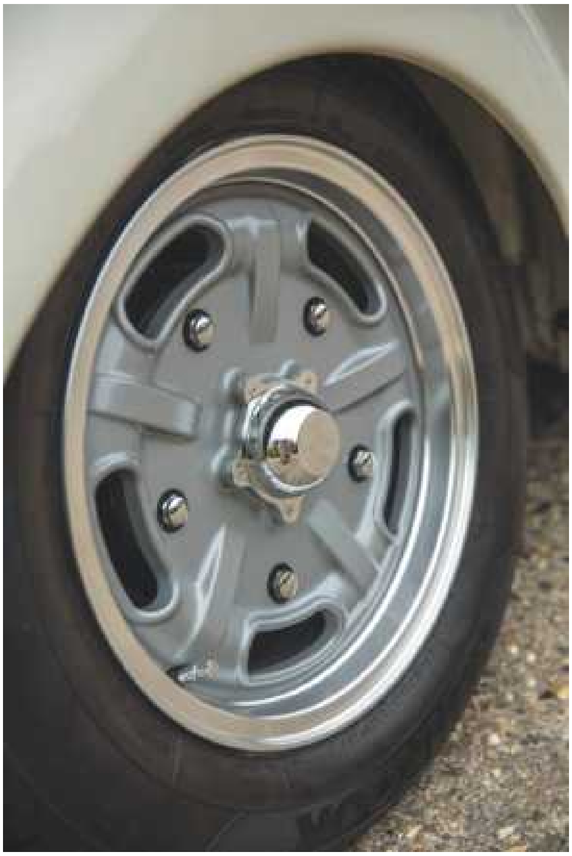
Steve bought the car in 2014 but, when



^ We always say the sign of a 'proper' car is one that has the original spare, still with its factory-fitted tyre. Dig that 5.60-15 Firestone



^ Original engine had a knock, so was rebuilt and treated to some 83mm barrels and pistons for 1380cc, but kept looking stock on the outside



< When the car was originally built it ran genuine Ansen slots and Michelins. T2D fitted these JBW SMAs, which totally change the look

it arrived in the north of England, it immediately caught Mick's eye. "The writing was on the wall as soon as I saw it," he recalls. "I just thought I'm having that, but he wasn't up for selling it to me there and then."

Cracking on

Which is just as well, as it gave Steve the chance to crack on with the work needed to make the Bug fit for UK roads, before Mick could pry the keys from his hand. "Steve brought all the original wings back to life, straightening them out and welding them up where they were cracked, and carried out a sympathetic restoration." That's another term you hear bandied around a lot these days, 'sympathetic restoration', and it often means the bare minimum, but not in this instance. Once those wings were straightened out, Steve cleaned up and re-used all of the original wing beading. The '62 required no other welding, bar a small repair patch on the back passenger side of the 'pan. It was given new front

> "It now drives like a 1500, and you wouldn't believe it was such a small engine the way it flies"

> "It's the best driving Bug I've ever owned"

3-inch narrowed beam was only fitted to ensure the previous choice of front wheel fit properly. Rear is lowered one outer spline

and rear windscreen seals, though the side window seals were deemed good to go again. Steve then freshened up the exterior with a new coat of L87 Perlweiss, or Pearl White, but only the exterior as he decided to leave all of the scuffs and chips on the door shuts and dashboard well alone, as they're part of the car's character and history. And when it came to the paint itself, Steve used cellulose for a more authentic, less modern look.

Steve: "Mechanically, it didn't need an awful lot really. I just did the usual stuff, like gearbox oil and axle gaiters, new link pins and went through all the brakes. It had been garaged all the time, so was really looked after, but the engine had a knock, so I gave it to Simon Hulme for a rebuild. He gave it some old school pep by rebuilding it to 1380cc with new barrels and pistons. It now drives like a 1500, and you wouldn't believe it was such a small engine the way it flies."

Key ingredients

We've featured a number of Steve and Mick's machines over the years and two of the key ingredients in everything they drive are stance (properly done) and wheels. Or, as Steve puts it, "I'm not into any of this silly narrow business. I'll fit a narrowed beam, but only to get the set of wheels I want under the 'arches. For this car, we had some original Ansens and, to get them to fit, I made a beam three inches skinnier than stock with narrower shock towers. The wheels clear the 'arches and the car has full steering lock. It rides great." Mick agrees: "The drive has gone from rubbish to all right and I drove it, three up, with all our gear to Ninove at 75mph and it wasn't annoying. It ran so sweet that the rest of the lads in the car couldn't believe it.

"It's the best driving Bug I've ever owned, and it's just such an unassuming vehicle. The original interior cleaned up nicely and smells great, like an old Beetle should. The headlining is a bit stained, but it's the original so is just character. The carpets in the back are the originals, but I had some fresh square weave made up for the front, just the five pieces.

"It's still running six volt electrics, too. Although I fitted some six volt quartz halogen bulbs so I could see and be seen."

Believe it or not, despite all the effort that went into making this Bug drive so well, it's since been sold to T2D and has now been returned to stock height and is back on solid steels. Why did Mick sell it? "I'm a Ghia man. I just love doing them and you can't keep them all, can you? I'd keep everything if I had the money." Whoever has the money to step up and own this car next will be getting an absolute gem, or pearl for that matter. ■

TECH INFO

BODY
1962 Beetle, painted L87 Pearl White; Flat4 door mirrors; original, body-coloured running board covers

INTERIOR
Original red vinyl upholstery and headliner; square weave carpets; stock steering wheel and shifter; Bendix Sapphire radio

ENGINE
Stock 1200, rebuilt to 1380cc; standard exhaust

SUSPENSION
One on One 3-inch narrowed link pin beam with custom shock towers; one spline drop at the rear

WHEELS
JBW 'SMA' (Mooneyes Speedmaster replicas); 145/60 Continentals and 165/80 Hankooks

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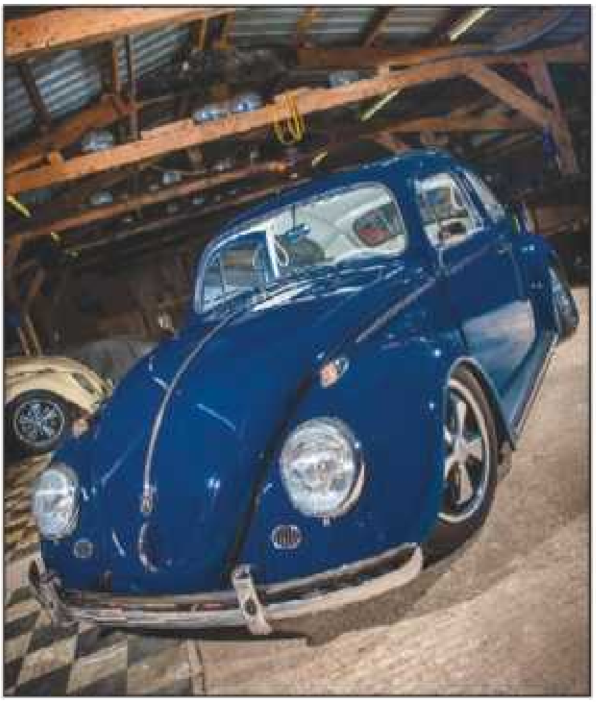

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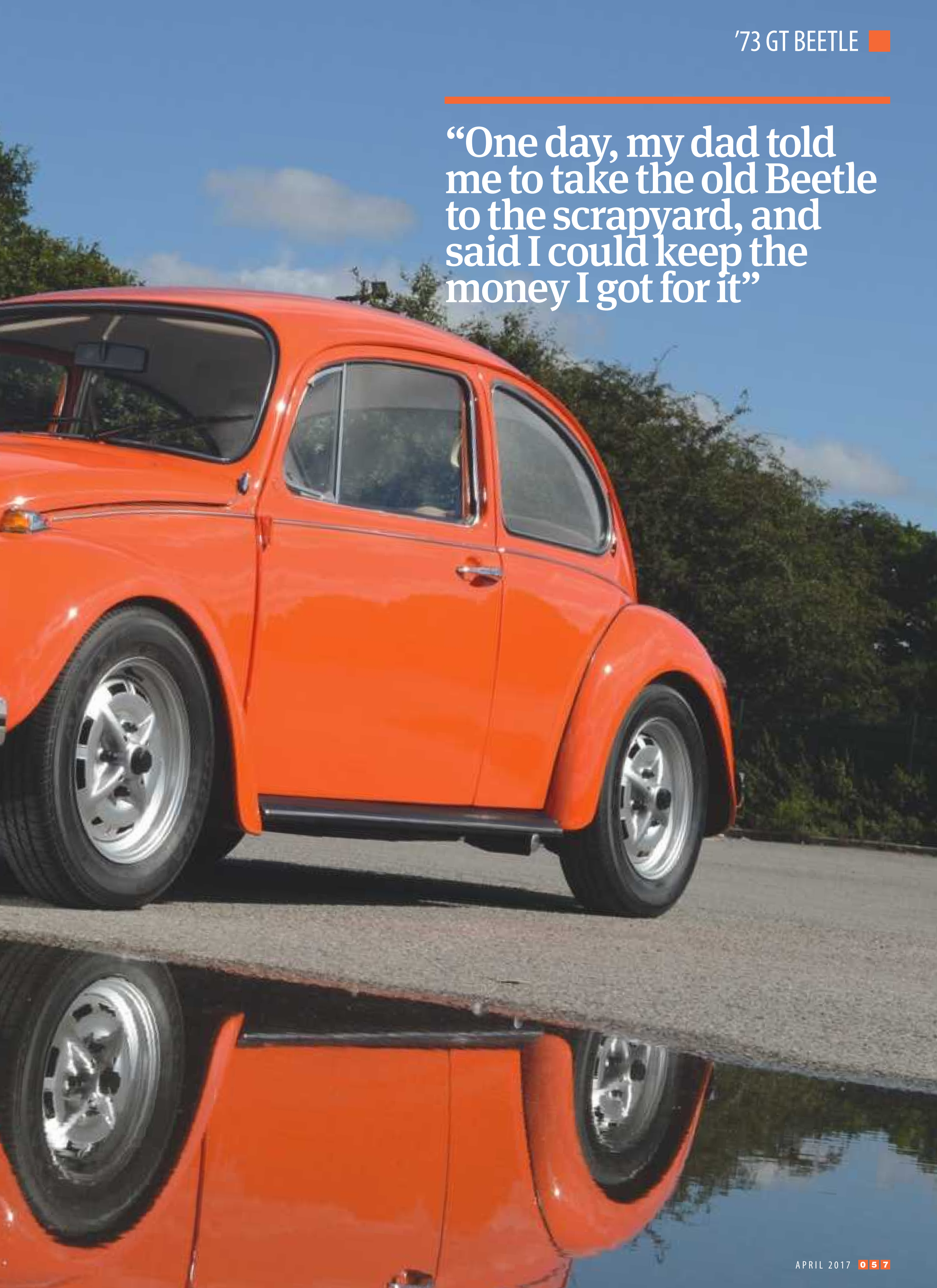
Love you long time

Jon Bateman has more than just sentimental attachment to his GT Beetle, it's been with him his whole life, and it looks set to stay in the family for many more years yet

Words and photos Jon Cass



"One day, my dad told me to take the old Beetle to the scrapyard, and said I could keep the money I got for it"

As the 2017 show season is almost upon us, our thoughts turn towards the freshly completed projects we're all dying to see. Some of these may have taken a winter from start to finish, others may have taken much longer, but one thing we never tire of is talking to owners and finding the story behind their own particular VW.

When we met Jon Bateman at last year's *VolksWorld* Show, we were surprised to hear that the main reason he'd chosen to undertake the restoration of his '73 GT Beetle was because the car has been in his family for over 40 years. He admits now he could have taken an easier route by finding a more solid project base to begin with, but the sentimental value was so strong, no other car would do.

"My parents, Annie and Brian, bought the car in 1976," Jon remembers. "We used it on a daily basis – for work, shopping and all of us went on family holidays in it." In 1991, Brian decided to replace the Beetle with a Polo but, rather than sell the GT, he left it standing on the drive for four years. "One day, my dad told me to take the old Beetle to the scrapyard, and said I could keep the money I got for it," Jon smiles. "I decided to keep the car myself, with the intention of restoring it, rather than take it to be scrapped, which would have been a shame after all that time."

Family heirloom

Jon tinkered with the GT, enough to make it road legal once again, but in 1995 wedding plans forced the issue and the family heirloom was reluctantly sold. "I didn't want to lose the car for good, so I sold it to my sister, Lesley, on the understanding I'd buy it back when I could afford to," Jon explains. "True to my word, a year later I bought the GT back from Lesley and we continued to use it as a runaround."

By 2002, the time had come for Brian to replace his Polo (clearly, the Batemans view their cars as long-term investments!) and Jon took that car on to replace the Beetle. But still he couldn't bring himself to part with the family jewel, so this time decided to put the car into storage – presumably not planning at the time for that to be for the next 11 years!

Which takes us up to November 2013. Jon: "The time just seemed right to restore the GT. Mainly because, had we left it any longer, the car would have deteriorated too much to be a viable restoration project."

After carrying out some research, the task of restoring the GT was entrusted to Max Edwards at EVA Restorations in Cannock. If that name sounds

"It had some amazingly bad areas where Beetles don't normally corrode"

familiar, it's because Max's own modified '78 Beetle with BBS wheels was featured in *VolksWorld* in March this year.

More tea than GT

"The GT was in a sorry state when it came to me. It had already been sandblasted and primed over, but bore more resemblance to a tea bag than a Beetle in places," Max recalls. "It had some amazingly bad areas where Beetles don't normally corrode, but also some surprisingly good areas, too."

Unusually, large chunks of the original heater channels were salvageable. "I just couldn't justify removing and replacing them as 80% of them were mint," says Max. So instead, the rusty bits were carefully cut out and repair sections let in. The main body was a different story, though, and received just about every panel in the book, from the front valance, through upper and lower spare wheel sections, full genuine front quarters, a-pillar bottoms, rear crossmembers, boot floor, both rear quarter panels, rear inner wings, body mounts, bumper mounts, engine bay side trays and the rear valance.

"The remainder of the work was small, fiddly or just plain nightmarish," Max recalls. "All the window openings needed some type of repair, the dashboard had been hacked about so needed a radio repair panel putting in, the scuttle panel needed repairing, and even the crescent air vents in the c-pillars had to be cut out and replaced with cuts from a donor car, as the air ducting inside had completely rotted out.

"The interior of the car was in an equally poor state, with sections having to be let

Distinctive pressed steel wheels featured on various special edition models over the years, but are often referred to simply as GT steels. They came in 5.5J on certain 1303-based specials, but these are 5J and here wear 165 tyres all round

Believe it or not, "80 square inches of winker, stop light and reflector" was a selling point when the GT was new, but the big ole' elephant's foot rear lights never found favour amongst purists

TECH INFO

BODY
1973 GT Beetle, repainted in original L30M Tomato Red

INTERIOR
Original seats re-trimmed; new door cards, headlining, carpets; stock steering wheel; GT centre console and shifter; modified Blaupunkt head unit

ENGINE
Original 1600cc rebuilt; twin Weber 34ICT carbs; 009 distributor with electronic ignition; alternator conversion; Vintage Speed stock-style exhaust

GEARBOX
Original 4-speed GT 'box with 3.88:1 final drive

SUSPENSION
Stock, but rear end dropped one inch to level car out; KYB gas shocks all round

WHEELS AND TYRES
Repainted original GT 15 x 5J pressed steel wheels; Maxxis 165/80-15 tyres

Though Jon and Max have gone to great pains to keep the car original looking, Max couldn't resist a very subtle tweak of the rear spring plates, just enough to make the car sit level. We approve

EVA VW RESTORATIONS

Exhaust may look stock, but it's actually a Vintage Speed stainless steel version, which offers an improvement in longevity as well as a more raspy exhaust note

The original 1600cc engine is still in place, just having had the top end rebuilt with new valve guides, seats and valves, and freshly powder coated tinware. Performance is enhanced slightly over the original 60bhp / 81.7ft.lbs too, thanks to those Weber 34ICT carbs and electronic ignition

in along the cant rails, all of which are hidden by the headlining. The worst parts of all, though, were the rear of the rain channels, right down to the top corners of the engine bay, which were the worst I've even seen on a Bug. Not only were they totally rotten, they had some of the worst previous repair work I've seen." There was no option here but to cut sections out from another 'shell and graft them in.

Tomato catch up

Once Max had completed the extensive welding and panel work on the body, the underside was given a coat of stone chip and the whole lot sent off to Holdcroft Auto Bodies in Stoke for a fresh coat of L30M Tomato Red paint.

Attention was then turned to the floorpan. First it was blasted, then new floorpan halves fitted and some smaller repairs taken care of, before it was sent out for powder coating black, along with various bolt-on parts of the running gear.

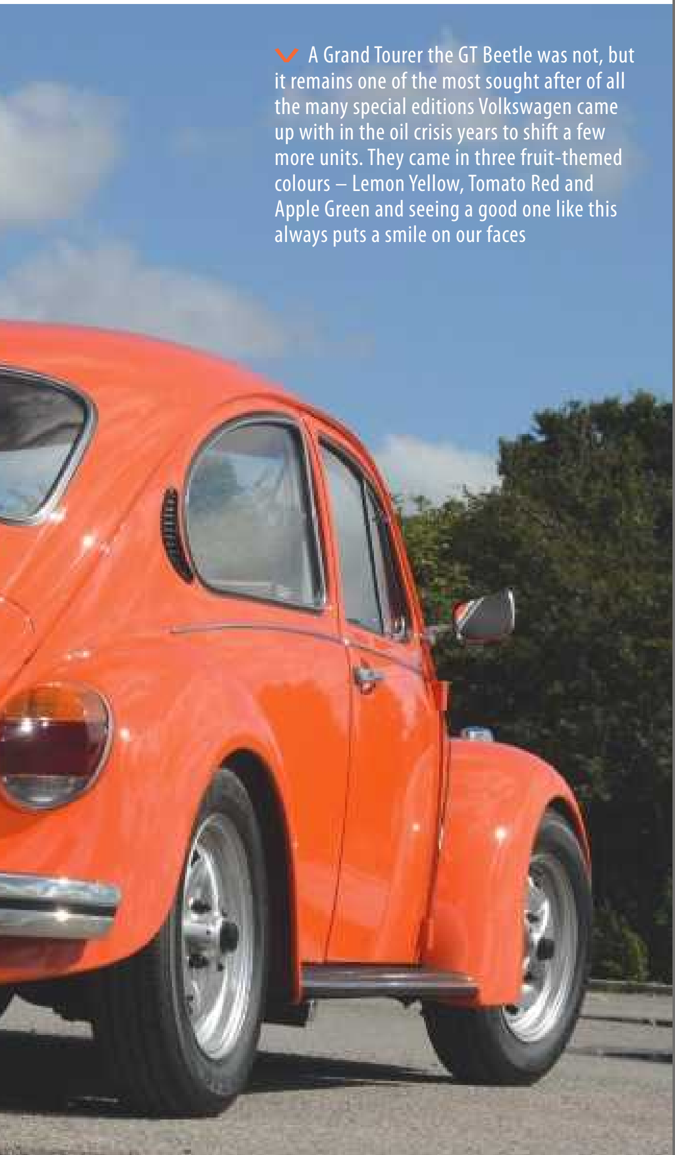
Rather than just replace everything with new, the original headlamp rings, bumpers and various other trim parts were cleaned up and then re-chromed by ACF Howell in Walsall. In an attempt to retain some at least of the character of the car, all the original glass was retained, including the passenger door window, which still bears the scratches from Jon's mum's wedding ring!

Naturally, though, with a car like this, there were some parts that were just beyond saving. Max continues: "New parts were sourced where needed but, as it was a fairly low mileage car, I managed to recondition and re-use plenty of original parts, too. The 1600cc engine, for example, was just stripped and cleaned and has had nothing more than a top end rebuild, with new valve guides, seats and valves."

Once built back up, a pair of Weber 34ICT carbs were fitted to add a little more grunt, while an alternator, 009 distributor and electronic ignition are now in place to improve reliability and day-to-day driving. It looks great under the lid too, now that all the tinware has been powder

"the passenger door window still bears the scratches from Jon's mum's wedding ring!"

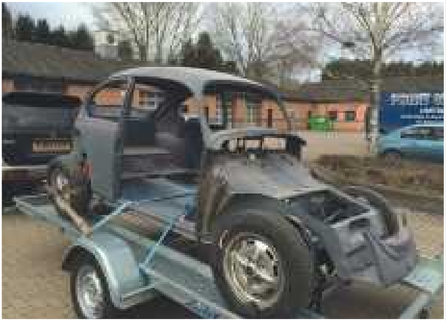
GT wasn't a term often associated with Beetles, or air-cooled VWs in general but, if you wanted a performance Volkswagen in the early '70s, the 1600cc GT was as good as it got. Badges were dealer fitment, not done on the production line

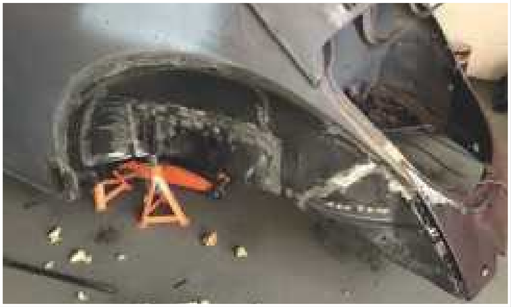


A Grand Tourer the GT Beetle was not, but it remains one of the most sought after of all the many special editions Volkswagen came up with in the oil crisis years to shift a few units. They came in three fruit-themed colours – Lemon Yellow, Tomato Red and Apple Green and seeing a good one like this always puts a smile on our faces

THE BUILD

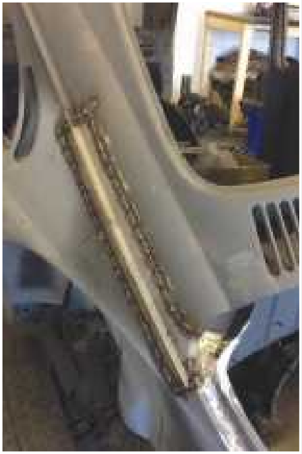
How the GT arrived to Max after another garage's failed attempt at restoration. Various other restoration companies said a new 'shell would be required, but Max was undeterred

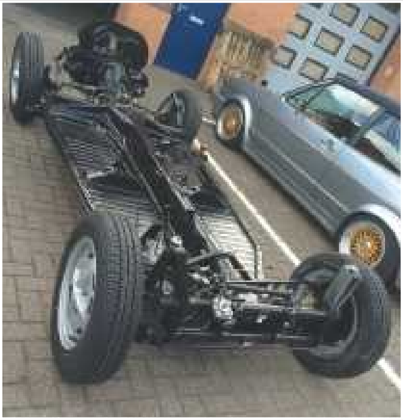




As is common with '70's Beetles that have been in the UK all their lives, rust was well advanced and just about every repair panel in the book was needed to make it sound again

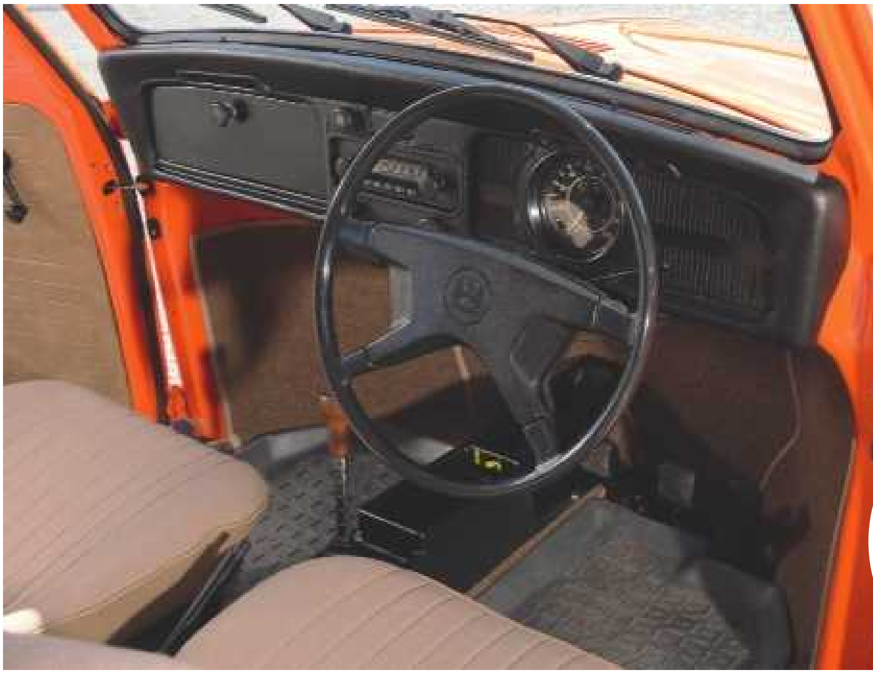
Some major welding was required, but it was the fiddly little bits like repairing the rain gutters that took the most time





We're so used to seeing narrowed beams, Fuchs-style wheels and drastically reduced ride heights, it's a joy to see a lovingly restored stock floorpan for a change!

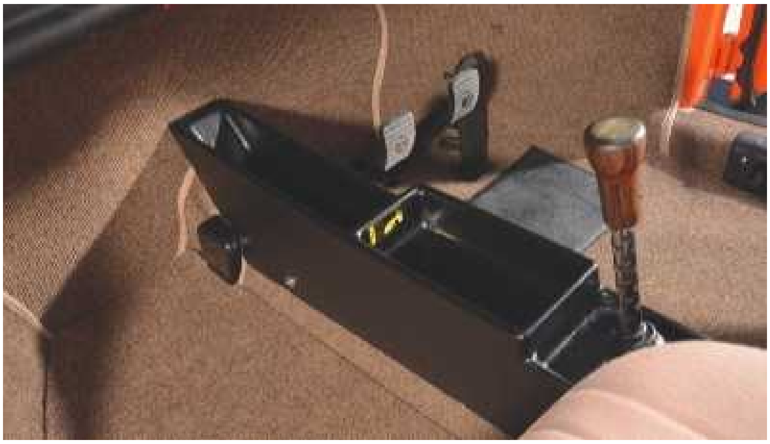
An exciting moment in any restoration - the freshly painted body about to be reunited with its restored floorpan



Stereo is a period Blaupunkt, but modified by Chrome London (check the website out) for an aux input and FM capability

It's been in the family for over 40 years, it was a daily driver and holiday transport for the first 15 years, then was used as a runabout for a few more years later in its life, yet still has under 76k on the clock!

The steering wheel was no different on a GT, but the padded, non-reflective dash was a huge change. Cloth trim too was a GT selling point, and here the original seats have been stripped and re-trimmed in a material as close as possible to the original '73 colour



Centre console was part of the GT package, as was that drilled and wood-topped 'sports' shifter. *VolksWorld* plaque is from when the car was displayed at the show on its debut last year

coated, and the Vintage Speed exhaust sounds the business. One of the most sought after parts of a GT Beetle – the gearbox – remains in place, with its eager 3.88 final drive ratio.

The brakes and suspension were also overhauled and the rear end indexed to sit around one inch lower than standard, with KYB gas shocks all round. Combined with those distinctive GT wheels – refurbed of course – this special edition Bug manages to blend originality with a slight hint of OEM+, backed up by the subtle engine modifications.

Material boy

As you might expect if you've read this far, the interior itself had also seen better times. The seats were stripped and the frames restored, before being despatched to 'Pete The Seats' in Stoke to be re-trimmed. A fresh headlining and carpets were also fitted. Max's final task was to make new door cards using material that matched that of the '73 GT (Jon actually bought a set of door cards from a scrap GT just to ensure the colour match was correct), then to fit two speakers to the underside of the rear shelf to improve the sound system. The improvements don't stop there though. The head unit itself looks like a basic period Blaupunkt, but has been modified by Chrome London with an aux input and now receives FM signal, too.

After being off the road for some 14 years, Jon's GT finally hit the streets again just in time for last year's *VolksWorld* Show. "It brings back loads of fond childhood memories," says Jon with a smile. "Even little things like the distinctive steering wheel take me right back."

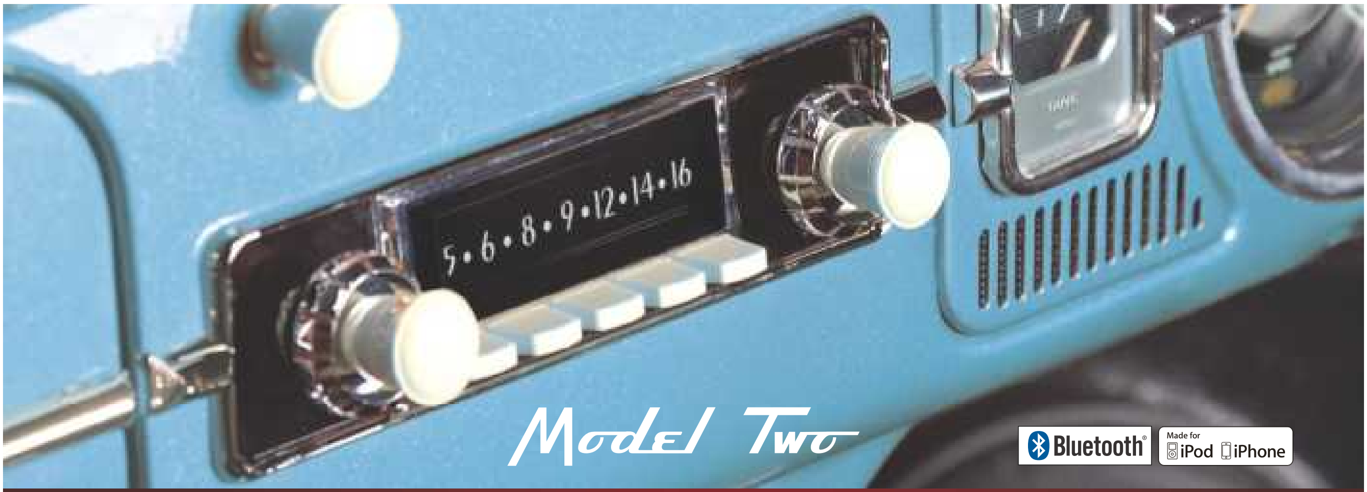
As you'd expect, reactions to this car have been nothing but favourable, but the greatest response of all came from Jon's dad, Brian, who, at 80 years of age, had the opportunity to drive his old car again. To say he was chuffed is an understatement!

Considering this Beetle was only a short drive away from being scrapped in 1991, it's wonderful to hear it stayed in the family all that time, and to see it looking immaculate once again now. Granted, funding a restoration of this magnitude has been painful at times, but the sentimental value made it all worthwhile.

What's great to hear is that Jon's own son, Samuel, became heavily involved in the project as it progressed, and is now fascinated by the whole air-cooled VW scene. So much so, there's already talk of a Karmann Ghia project coming next. As for the GT, let's just say it's likely to stay in the Bateman household for good now. ■

> **"It brings back loads of fond childhood memories"**

Thanks:
Max Edwards at EVA VW Restorations (tel. 07528 548755); my son, Samuel, for help, support and enthusiasm throughout; Chrome London (www.chromelondon.com) for the head unit and speakers; Holdcroft Auto Bodies in Stoke for the paintwork



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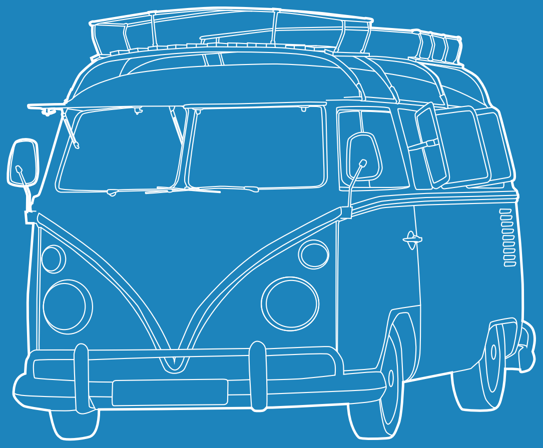

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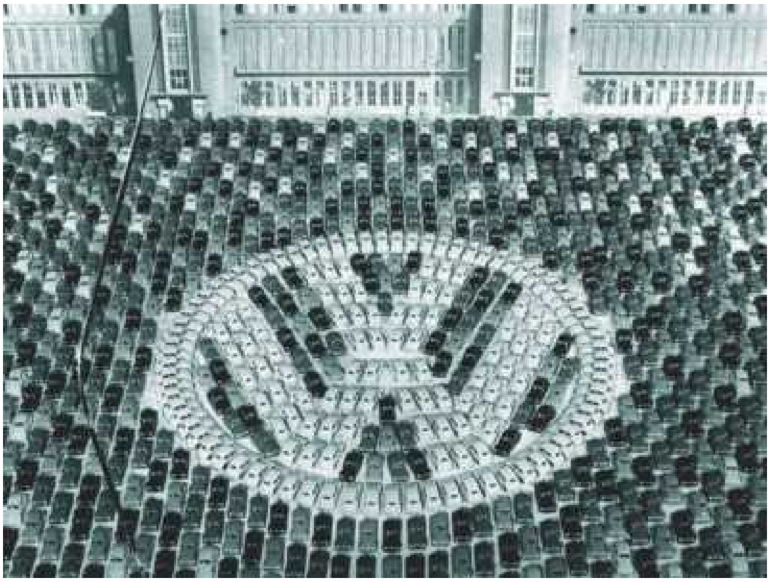


VW by numbers

The story of the Beetle from the ruins of World War II to Car of the Century is like a fairly tale. It has baddies, goodies, the element of surprise and, most importantly, a happy ending

Words Ivan McCutcheon **Photos** Various sources

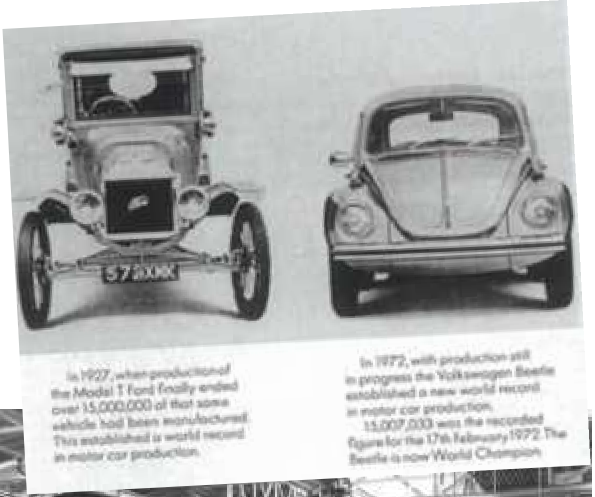
Volkswagen de
Último Sedán del Mundo
30 de Julio 2003
Aufwiedersehn.

There are two things wrong with this picture. Firstly, it wasn't see you later, but goodbye. Secondly, it should have been *hasta luego* as the last ever Beetle was built in Mexico, not Germany

The idea for the Beetle was copied from a similar concept dreamed up by Henry Ford – an affordable, reliable car that would motorise the masses. While the idea itself may not have been new, the brilliance of Ford was to introduce the production line, where hundreds of identical cars could be built at the same time. Previously, all cars were hand built in small batches.

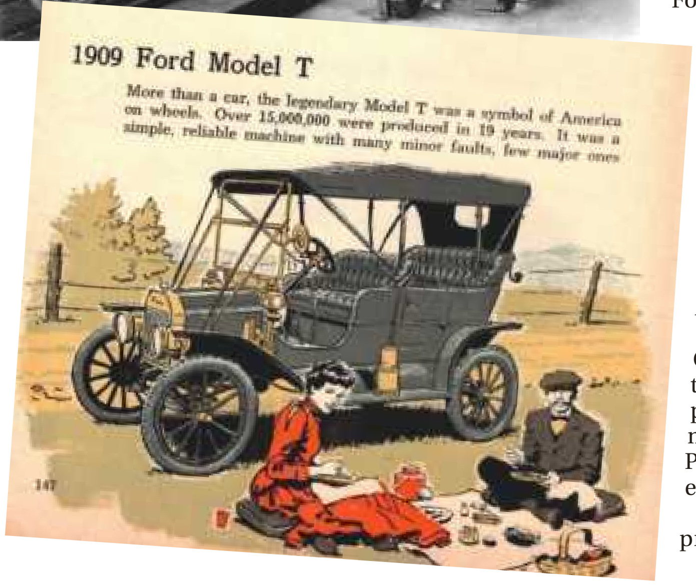
When Ford started production of its Model T in Detroit in 1908, people the world over wanted to be a part of the process and it wasn't long before further lines were opened up at 13 factories across the USA, and in 12 different countries, enabling the Model T to be produced at a rate of 10,000 cars per day, or two million per year. By the time the 10 million mark had been reached, half the cars in the world were Ford Model Ts.

Naturally, such prodigious output caught the attention of other world leaders, including Adolf Hitler in Germany. He summoned Dr. Ferdinand Porsche and told him he too wanted to build a car that everybody would be able to afford and that would mobilise the people of Germany. It was to be called the people's car, or volks wagen. In 1937, Dr. Porsche travelled to America and met Henry Ford and witnessed first hand the phenomenon of the assembly line. He was impressed.



In 1927, when production of the Model T Ford finally ended over 15,000,000 of that same vehicle had been manufactured. This established a world record in motor car production.

In 1972, with production still in progress the Volkswagen Beetle established a new world record in motor car production. 15,007,033 was the recorded figure for the 17th February 1972. The Beetle is now World Champion.



1909 Ford Model T

More than a car, the legendary Model T was a symbol of America on wheels. Over 15,000,000 were produced in 19 years. It was a simple, reliable machine with many minor faults, few major ones

147

Production starts

He returned to Germany to report his findings and immediately plans were laid for a huge factory, in which would be built the people's car, in vast numbers. On 26 May 1938, in a place called Fallesleben in Lower Saxony, the cornerstone was laid for the new factory. Despite the onset of the Second World War in 1939, plans for production still went ahead and the first 47 cars were produced in 1941.

By the end of the war, however, the new factory lay in ruins, and under control of the English army. Production was slowly re-started but a buyer was needed to take the factory forward. Ironically, it was offered to both Henry Ford and British industrialist and car maker, Lord Rootes. Both declared the funny little air-cooled car would not be a success and so ownership was returned to Germany.

You may think there are few similarities between the Ford Model T and the Beetle, but in fact there are many - simple, rugged construction, good quality materials and a dogged refusal to change the product

> “Dr. Porsche travelled to America and met Henry Ford, and witnessed first hand the phenomenon of the assembly line”

The real answer to mobilising the masses was the production line. Thank you Henry Ford

Within a year, the 1,000th Volkswagen had been built. Four years later, in March 1950, that number had climbed to 100,000 and a new VW was introduced, the Type 2 delivery van. From there on, the success of the Volkswagen mirrored that of the Ford Model T. Sales increased, a vast dealer and service network was established and Volkswagen began to invest in new production facilities outside Germany. The new factories (Ireland, 1950, South Africa, 1951) assembled Beetles from kits (known as CKD – Complete Knock Down) and by July 1953 the production figure had climbed to half a million. Australia and Brazil came next, and '53 also saw official importation to the UK commence.

One million

Although the workers at Wolfsburg had every right to celebrate, we doubt those at Ford Motor Co. were doing the same on 5 August 1955 when the one millionth Beetle reached the end of the production line. By then, Beetles were also being made in New Zealand, Mexico and Belgium. The Philippines would join this list before the end of the decade.

As the 1960s arrived, Australia ramped up production by going from CKD cars to full

Even the advertising literature bears striking similarities. The idea was to sell the dream of independence that only a motor car could offer

5 August 1955. One million and counting...

Of all the many countries VWs were built in, it was the South American markets where they really flourished

400000 VW-KOMBI

Production of the Type 2 was slower, and never reached the dizzying heights of the Beetle, but there was still plenty to celebrate

VW BEETLE CKD ASSEMBLY PLANTS

Dublin, Ireland: 1950-1980
Clayton, Australia: 1953-1960
Auckland, New Zealand: 1954-1972
Lagos, Nigeria: 1975-1987
Setúbal, Portugal: 1964-1976
Jakarta, Indonesia: 1972-1977
Puebla, Mexico: 1955-1964
Lima, Peru: 1966-1987
Sarajevo, Yugoslavia: 1973-1976
Manila, Philippines: 1959-1982
Shah Alam, Malaysia: 1968-1977
Valencia, Venezuela: 1963-1981
Heinola, Finland: 1969 only
Nueva Palmira, Uruguay: 1961-1981

production using locally sourced materials. Closer to home, the 50,000th Volkswagen was imported to the UK and sales for the year climbed to 16,000 for 1960.

On 13 May 1960, the 100,000th VW came off the Vorst Forest plant near Brussels, Belgium. This factory alone would go on to produce 1,143,464 Beetles before production stopped in 1975.

The Type 2 was following in the Beetle's tyre treads as a successful seller in its own right and, in 1962, the Hanover factory celebrated the landmark of one million Buses.

They were pretty happy the following year in South Africa when the factory there completed its 100,000th VW. At that point, the Beetle had already been the country's best-selling car six years on the trot.

Back in Britain, the 100,000th VW arrived here in July 1964. Even with all the other factories, VW simply couldn't make enough Beetles to satisfy demand. The answer was to build a new factory, in Emden, Germany, and this was up and running for 1964.

The Hanover factory was at full tilt churning out Transporters, and was to achieve the second millionth just four years after the first in 1968.

> "in 1962, the Hanover factory celebrated the landmark of one million Buses"

Production was so great, VW had its own fleet of ships to move cars around the world

World beater

As by far and away the most popular vehicle in Brazil, Volkswagen do Brasil kicked the 1970s off by producing yet another millionth VW. Whilst here in the UK we got something special ourselves as the 14 millionth Beetle arrived here in May 1971.

The following February, however, was the greatest landmark of all in the history of the Beetle as, on 17 February 1972, a Thursday as it happens, the 15,007,034th Beetle was completed, surpassing the record set by the Ford Model T. Or did it? Not as far as Ford was concerned as, miraculously, the

VW BEETLE FULL PRODUCTION FACTORIES

Wolfsburg, Germany: 1944-1974
Emden, Germany: 1964-1978
Ingolstadt, Germany 1965-1969
Hanover, Germany: 1974-1975
Uitenhage, South Africa: 1951-1979
São Bernardo do Campo, Brazil: 1953-1996
Puebla, Mexico: 1964-2003
Clayton, Australia: 1960-1976
Osnabrück, Germany: 1949-1980

Henry Ford might have had the idea, but VW took the production line process to new heights. Now, every run-of-the-mill car in the world is built on one

Did you know Beetle production was re-started in 1993? In four years 47,000 *Fusca Itmar* were built in Brazil for the home market only

REINICIO DE PRODUCAO 1993

Key to VW's worldwide expansion programme was CKD – cars sent out as kits to be assembled in local factories

very next day, Ford revised the figure it had been proudly advertising for 45 years. *The New York Times* reported the finding on 18 February: "In Detroit, a Ford historian disputed that Volkswagen had set a record, saying he could prove Model T production was at least 15,754,292."

VW's then president, Rudolf Leiding, wasn't concerned as production was ongoing and, when the 16.5 million mark was reached in 1973, no one could argue that the Beetle was the world champion. Of this number, an astonishing 12 million had been made at the original plant in Wolfsburg, and the last of these left the factory on 1 July 1974. Beetle saloon production continued at Emden until the start of 1978. To commemorate this, the UK received 300 numbered Last Edition 1200 Beetles in metallic silver with blue velour upholstery.

Karmann Cabriolets soldiered on for a little longer, rolling off the line at Osnabrück until 1980, when the last 1303-based model was built. Ireland had the honour of being not just the first factory to produce Beetles outside of Germany, but also the last when the very last European-built Beetle came off the line there in 1980, ending a three-decade long production run.

This wasn't the end of the Beetle, though, not by a long stretch. VW do Brasil continued to build *Fusca*, as the Beetle was known there, and to serve its CKD markets in the Philippines, South America and Africa until 1986, though the final car from the Brazilian factory was actually assembled in Nigeria in 1987.

In Mexico, on the other hand, it was business as usual. Beetles were still being produced in vast numbers and, ironically, some were even shipped back to Germany and sold by VW up until 1985 when, on 12 August, the last ever batch arrived at the port of Emden.

Car of the Century

While it didn't need a bunch of journalists to tell the world the Beetle was a runaway success, in 1991 the funny little air-cooled car was acknowledged by a panel of 100 motoring journalists from 37 countries as the Car of the Century.

The following year saw the 21 millionth Beetle produced by VW Mexico. Then something unexpected happened. Production was re-started in Brazil! In 1993, the President of Brazil, Itmar Franco, pushed VW to bring the Beetle back as it offered much needed cheap, reliable, basic transportation for the masses. Sound familiar?

Production of the *Fusca Itmar*, as it was known, lasted a further three years, during which 47,000 units were sold.

> "it offered much needed cheap, reliable, basic transportation for the masses"

Who would have thought the car that was dismissed as an ugly duckling, and remained virtually unchanged throughout its production life, would have swanned into the history books? Certainly not Henry Ford. But although this story has a happy ending, there were plenty of tears in Puebla, Mexico on 30 July 2003 when the 21,529,464th Beetle left the production line. This time it really was the last one ever. ■

All that shines…

Part 9. With the body now in paint, there's light at the end of the tunnel. We just wish the tunnel was a bit shorter, and we had a bit more time…

Words and photos Lloyd Jackson

Tick-tock, the clock never stops. At the time of writing this, there are just 33 days, or 792 hours, or 47,520 minutes, until we need to have the Split Bug in place at The *VolksWorld* Show. As such, the pressure to make the most of every hour in every day increases with each tick of the clock.

In an ideal world, we'd like to have this build finished a week before the show in order that we can test drive it but, as most people who have ever built a show car with a deadline for a particular show will know, it always goes to the wire. Last year, to get our hand-built Country Buggy finished, we worked the last 48 hours up to The *VolksWorld* Show straight, and enlisted the help of as many friends as we could muster to ensure we made it to the finish on time. Mind you, we only gave ourselves nine weeks from start to finish for that one, so we only really had ourselves to blame!

With the Split, we thought we had given ourselves a more realistic time frame, but it's still going to be tight, and there will continue to be many early starts and late nights for everyone involved.

It's around this time that the show organisers start to get really nervous about cars that are booked in but not yet finished, worrying they might not be finished in time, leaving an unwanted space in a show that could have been filled by another car. We like to keep them on their toes!

Because of all the coverage it has had in the magazine, though, with this car we are prepared to beg, steal and borrow whatever necessary to make sure it is finished and (hopefully…) on one of the turntables at this year's show. Let's just say we're looking forward to that moment, and then having a few well-deserved beers!

Anyway, back to progress. It's been a busy month for everyone involved. Spike's Vintage Restorations has been flat out laying down some of its famous mile-deep paint and Aircooled Engineering has been busy building up the matching numbers engine, but I need to introduce another player in the game this month. Remember I said I needed to find someone to fit the seat covers we'd had made in the States? Well, I found that man in Rob O'Rourke, of O'Rourke Coachtrimmers in Rudgwick, West Sussex.

Back at Deluxe HQ, we've been busy building up the chassis and ensuring everything is in place for the final big push to get this thing finished. ■

After what seems like 1,000 hours of prep work, the body and panels are now in paint! This is the most exciting stage to reach in any project, but it's taken a heck of a lot of work to get to this point

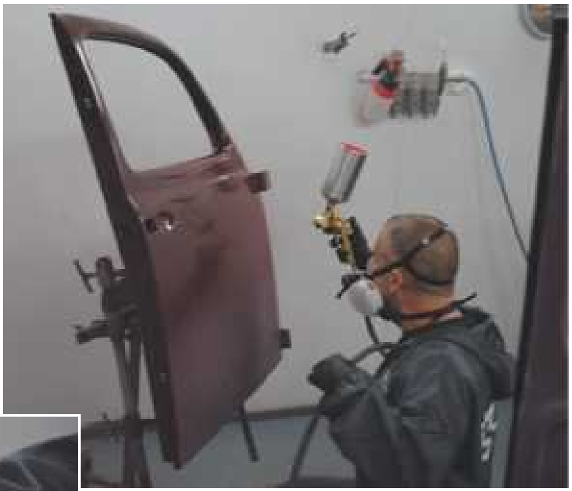
SATA
SPIKE'S
CUSTOM
MILE DEEP PAINT

When we dropped the bare metal body off at Spike's and went through it with the guys, we said we wanted every part to be painted to show standard, even if it will never be seen, or be covered with trim. That sort of attention to detail is very demanding of any paint shop, but was all the more so considering the very short timescale we gave them.

For protection, the 'shell was first painted with a tinted epoxy primer, then the filler work was carried out and rubbed down before everything was painted again with a tinted high-build primer. Only then could the laborious task of rubbing down again in preparation for top coats begin

As you can see, every area of this car got the full show prep and paint treatment.

The guys at Spike's kept us regularly updated on progress and we trusted them completely to do what we asked, which gave us the freedom to concentrate on what we needed to get done on the rest of the project. Our top tip to keeping to a tight deadline is use these guys for your paintwork!



After all the prep work, here's Spike laying on the first colour base coat. This is when all the hard work starts to pay off, and when you see just how straight the panels are.

Andy is meticulous about his equipment and broke out the big gun for this job – his top drawer, gold-plated Sata spray gun

It's no good having the best spray gun in the world if you don't treat your materials properly as well. Here the paint is being passed through a 190-micron filter to remove any dust or particles that could ruin the final finish

And here's Andy applying the second coat of base to the body. One more coat, and then it'll be time to lay down the lacquer

It looked good in base coat, but it was only after the first coat of lacquer that the colour really started to pop

SPIKE
award winning
CUSTO

Massive thanks to the guys at Spike's Vintage Restorations: Andy Finch (centre), Joe Stevens (left), Chris Neck (right) and Jay Stacey (not in picture)

The whole 'shell and all the bolt-on panels received three coats of lacquer, too. This shot was taken after the first polish. As you can see from the reflections, the finish is flawless. If you're into numbers, there is 16 hours in the top coat, lacquer and polish stages alone

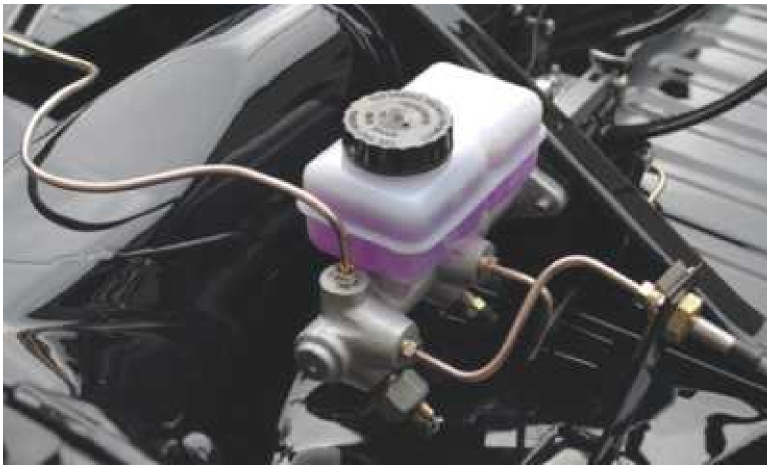
Look at this pic, and then compare it to the one at the bottom of the previous page. Bordeaux Red is one of those colours that looks totally different depending on the light conditions. It ranges from dark red / brown to almost Garnet Red. I'm just so happy this was the original colour of the car as, in my opinion, it's the best early Beetle colour of all

Though a bare body looks awesome painted and polished, it really starts to come alive when you begin fitting it up with restored parts. The first parts to go on were these Huf door handles, which Desi Yates rebuilt for us using new old stock locks and barrels and a new old stock Huf key, correct for the year

Enough of the body though, back to the chassis. We've been busy detailing parts in readiness for final fit up. As mentioned last month, we opted to use a late disc brake set up and Wilwood calipers up front. As this isn't an off-the-shelf kit, it meant we needed to make some custom caliper adaptor brackets, which was a fairly time-consuming task. To ensure maximum paint coverage, we had our whole discs powder coated and then machined off the powder coat in just the areas where the brake pads contact. This way we won't have any bare metal to go rusty and they'll be easy to keep clean

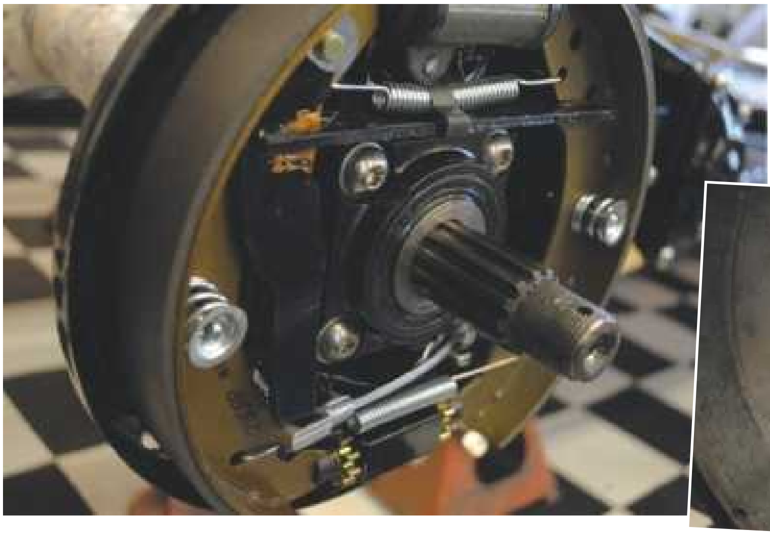
Because the front wheels move forward in relation to the wings on a radically lowered Bug, we are using some lengthened control arms from a good friend in the States, Chase Hill (cage66). These move the front wheels rearwards so they sit in the centre of the front wings. It will also help avoid the tyres rubbing on the backs of the headlight bowls.

Before they were painted, we added a little mod of own – capping the holes where the torsion bars fit for a cleaner look to our suspension



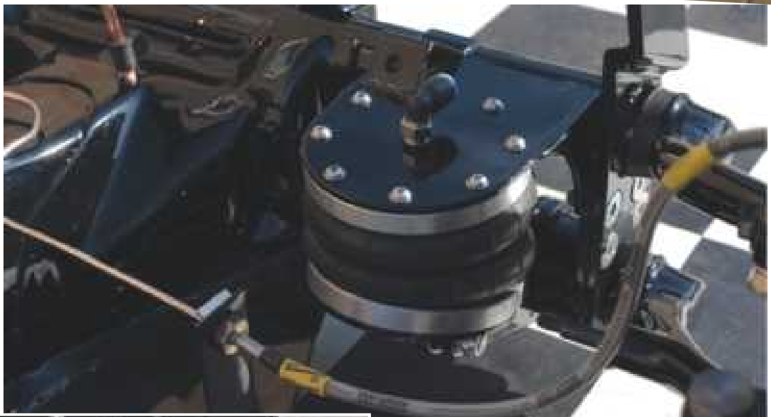
Another neat modification on an early Bug is to use a late dual circuit master cylinder. Firstly, these are ready available. Secondly, they offer better braking potential than the original single circuit master cylinder. Thirdly, you can use one of these direct-mount reservoirs, so no extra pipe work and a cleaner under-bonnet area

To work with the front brake upgrade, we opted to improve the rear brakes as well. This time we used stock late Bug internals with late drums drilled with a 5 x 130 (Porsche) stud pattern. Don't worry, we've kept all the stock brake parts so it can all be put back to stock if we ever want to

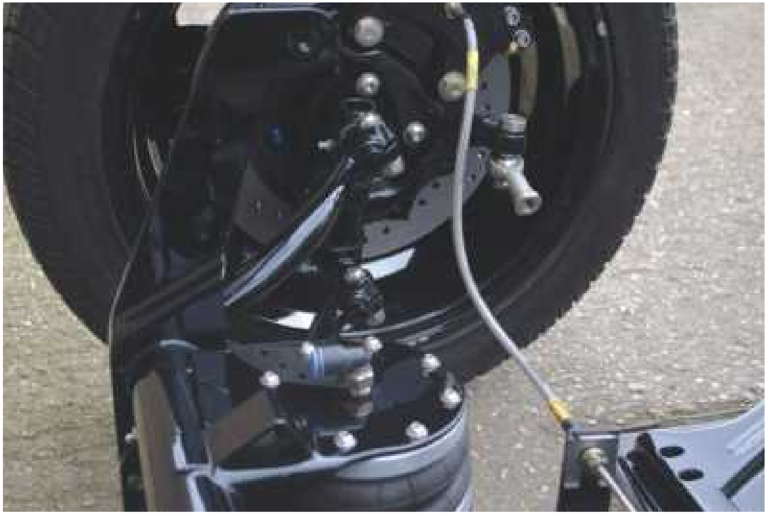


With the rebuilt and detailed gearbox mounted in the chassis, we fitted a new old stock clutch release bearing

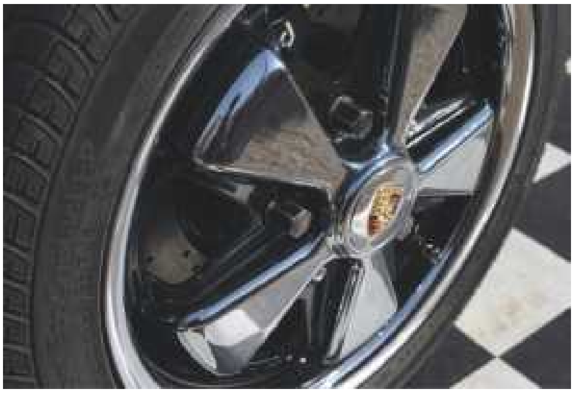
The DogBack Performance air bag beam was also painted and detailed before being fitted

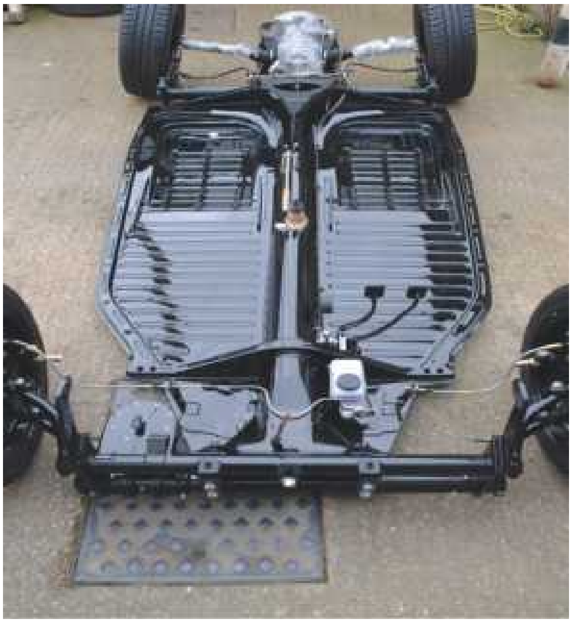


Front brakes and suspension complete. Note the use of matching stainless, button head, Allen-key bolts wherever possible. If you're wondering about that rose joint, it will all become clear in due course



In our mind, there were only two choices for wheels. I think we've made the right one…





The chassis is about 85% built up at this point, but already it's looking wild. The only things left to do are fit front and rear shocks, a new 'pan-to-body seal, steering box and make a single, straight bar steering link to eradicate bump steer (we'll come back to this in the next issue)

Though it may look like everything is being painted either black or Bordeaux Red, there's some additional colour being added with the handbrake lever, gear shifter, steering column and seat frames, all of which have been colour matched to the original L71 Beige paint

O'ROURKE
COACHTRIMMERS

One of the other important parts to our restoration is the interior. We had Lenny Copp at West Coast Classic Restoration in the States make our seat covers, door cards, carpets and headliner, but then had to find a good trimmer in the UK to fit the seat covers to our restored seat frames. An old friend put us onto vintage Ferrari trimmer extraordinaire, 'Rorky' from O'Rourke Coachtrimmers in West Sussex. Although fitting seat covers is not the kind of job he normally takes on (check out www.coachtrimmers.com to see what they get up to), he knew about our project and agreed to help us out

Although it's not a stock feature, Rorky recommended covering the seat bases first to stop the horse hair pads dropping little fragments over the carpets

He might work on Ferraris for a living, but his mum still doesn't feed him properly, so when he saw the original, 66-year-old horse hair padding, Rorky couldn't resist taking a bite. We decided to re-use these as they were in decent condition and any of the newer versions of this material just wouldn't have the same 'feel'

^ Next, a little foam was added to help pad out the seat covers. Note how it has been cut in the same pattern as the seat covers so there is nothing to interrupt the smooth lines

^ And here's one of the front seat bases with the new cover fitted. You might think fitting seat covers is easy, but getting them to fit this well and look this good most certainly isn't

> v Nearly finished – just the backing board and luggage rails to fit to the rear seat. At this point Rorky still wasn't quite happy and so did a little further tweaking to make sure the covers are nice and tight all round, and the stitch and piping lines are perfectly straight. Yep, he was the right man for our job!

> "the pressure to make the most of every hour in every day increases with each tick of the clock"

< Finally, to really get us fired up, we rolled out some *VolksWorld* Show black and white check flooring and added the tunnel carpet and beige rubber floor mats to the 'pan. Things are coming along nicely, but we've still got plenty of difficult bits to do before the car is ready to make its debut at Sandown. We'll see you there…

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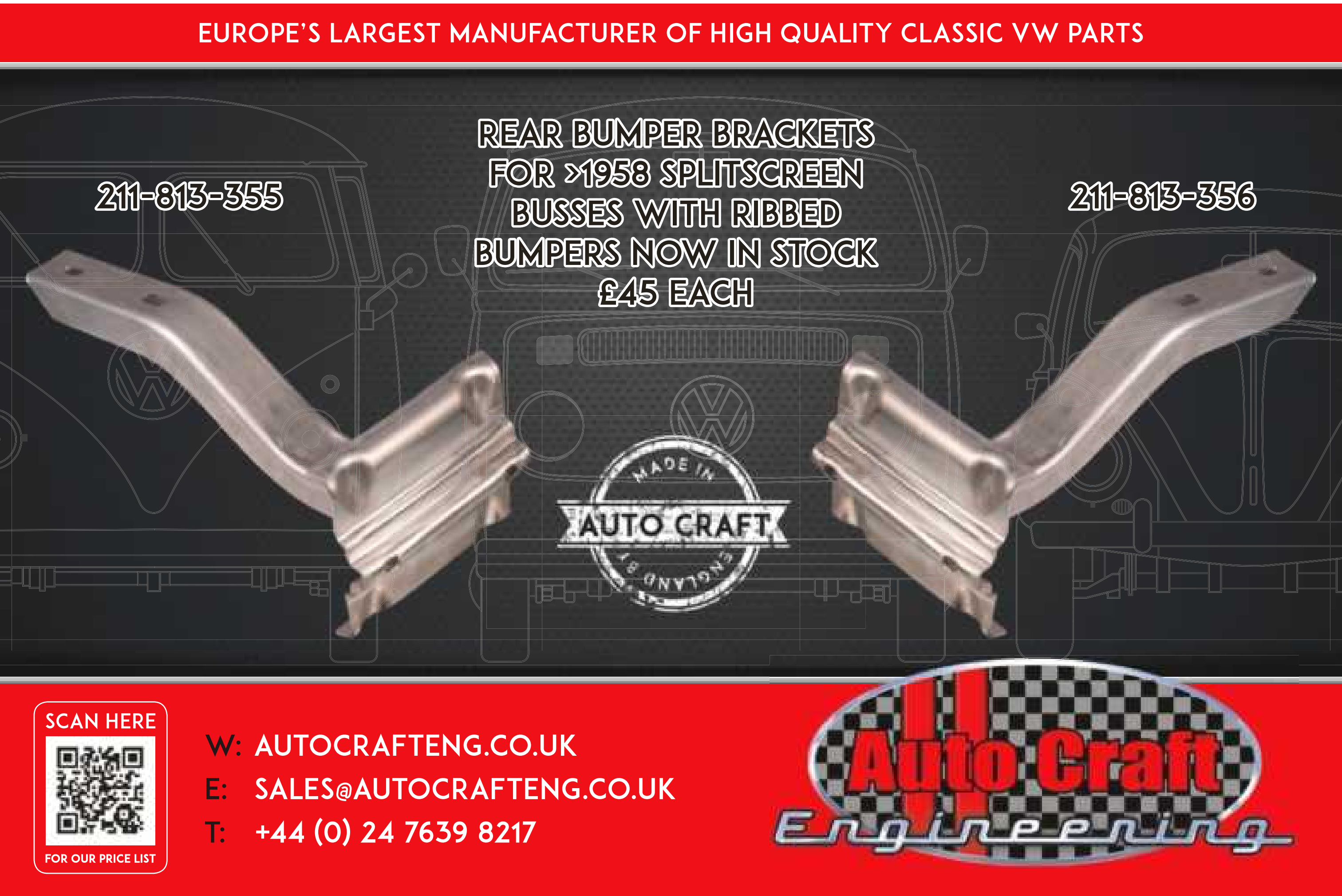

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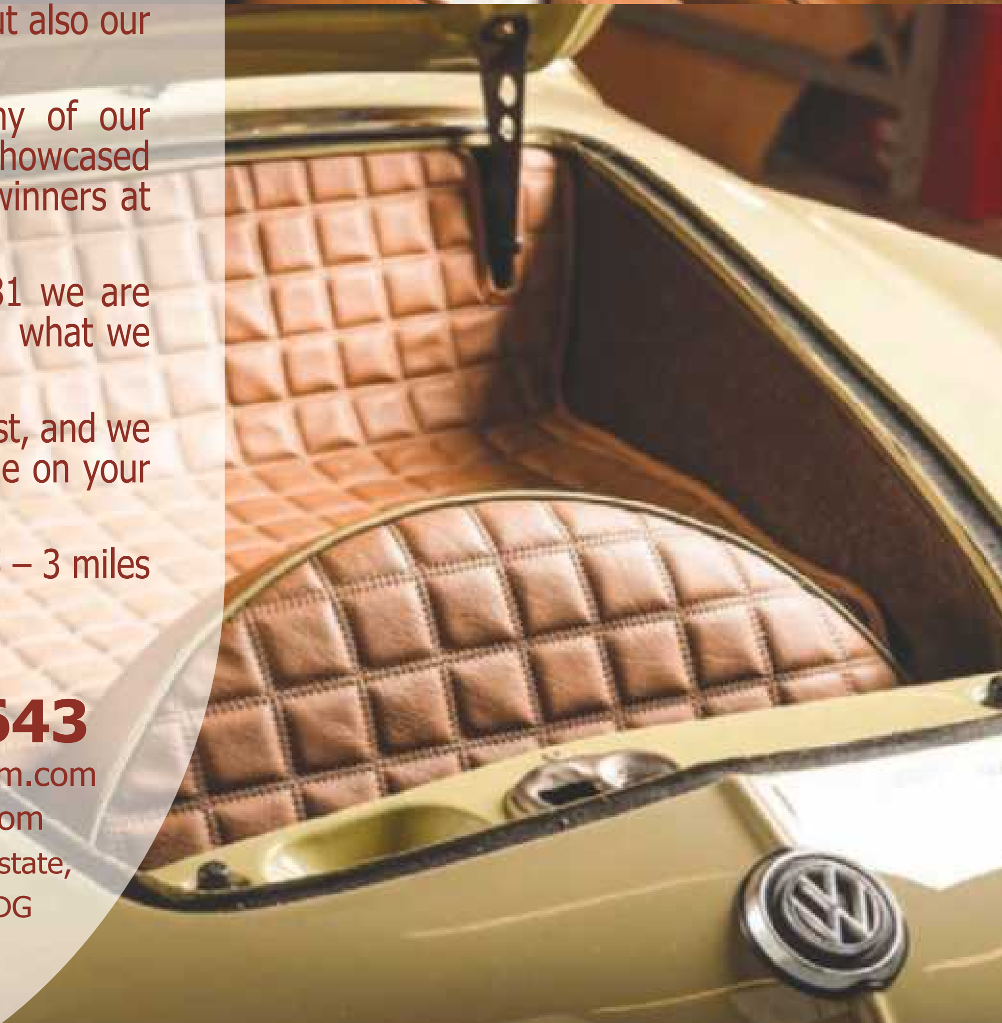

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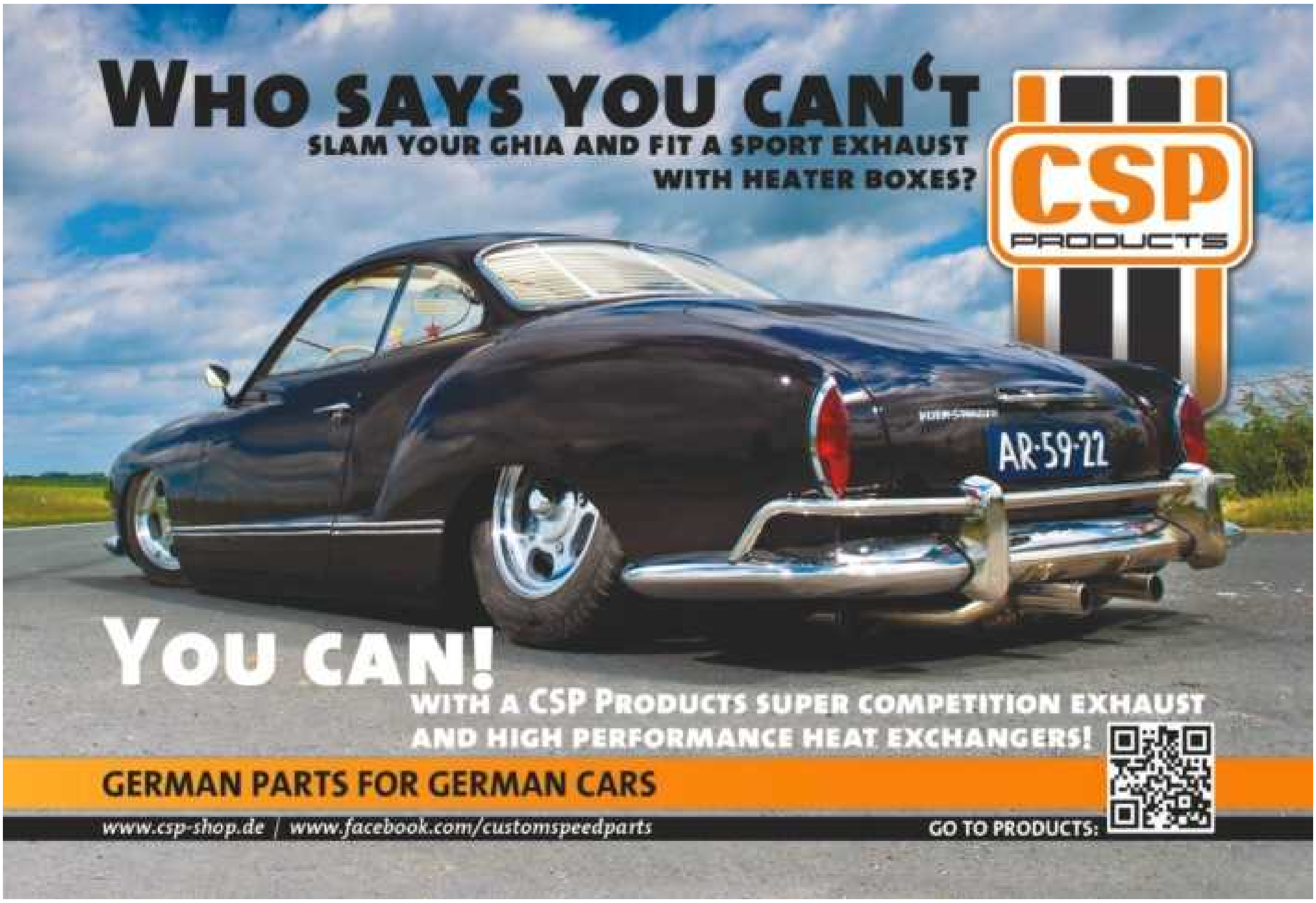
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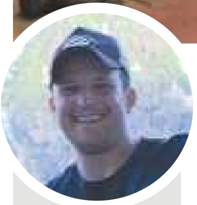
This is where we've got to – the pop-top has been repaired/repainted and we are waiting for a sunny few days to wheel her outside to fit the new German pop-top canvas

Freshly removed from the barn; the original paint is flat and the running gear is about to be stripped out and renewed throughout



Back on track

Mark finds new motivation to resurrect his Westy project

OWNER INFO

NAME
Mark Walker

OCCUPATION
Tech contributor

CARS OWNED
'68 Beetle

WORK THIS MONTH
Fixing the Bay

I imported this original paint 1973 Westfalia Camper from Texas with a friend, Johnny, back in 2013. It's been stored at the back of a barn in a remote location and for that reason, and the fact that I was going through a divorce and didn't really have the energy for a project, it was put on a back burner. The Westy was always going to be built to be sold straight away upon completion and, although 100% rust free and in great shape, it still needed a sizeable chunk of cash and time investing in it to do it justice.

Early last spring, I decided to take the bull by the horns and tow it from the barn to my back garden. With the Bus in the garden and my airing cupboard converted into tool storage, I jacked it up and stripped out the worn suspension, steering and brakes.

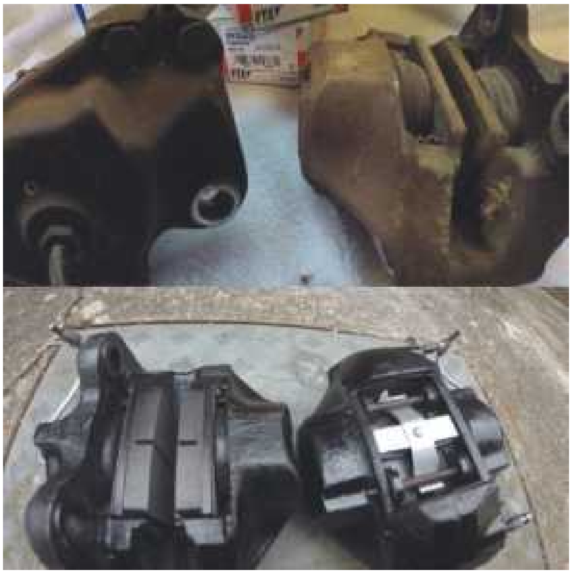
Johnny and I don't believe in cutting corners and to this end, we've only used the best quality parts, or repurposed original German ones. Johnny is the detail king and has a well-equipped garage, so I would take things off and he would rebuild them and repaint them as necessary, before I fitted them back on.

Everything from the brake calipers to the rear drive shafts have been fully rebuilt and detailed to perfection. We hit one roadblock getting the new ball joints pressed in, when the engineering shop took literally months to do them. Then, there was another hold up when all the new steering ball joint rubbers split, six months after fitting them and with zero miles. The gearbox and engine were detailed, before being refitted with

The inner front wheel arch once the brittle old underseal had been removed; this job is much easier in freezing cold weather

The cushion covers were machine washed and re-packed, the birch ply was removed and cleaned and insulated behind

A section of the pop-top wood was split adjacent to one of the hinges and had to be repaired, but with the new wood 'glassed in, it's as good as new



Calipers were split apart, honed and rebuilt with new seals. The attention to detail is high, as with every other component

After we replaced the ball joints, track rods, drag link, centre pin and column bushes, we realised the steering box had some wear. Our good friend, Ginge, came to the rescue with a replacement, which Johnny detailed in his usual style

We could have just slapped it together, but we wanted to focus on the finer details on this build

Even the gearbox and starter motor were detailed by Johnny before fitting

Although the rear fabric covers could be rescued, the front upholstery was too far gone. TMI came to the rescue with seat covers and door panels, with all the front mats being replaced too

all new wear items, from the exhaust and heat exchangers, to carrying out an alternator conversion.

New but original

With the underside completed and the weather drawing in, we gained some winter storage, so we could steam into the rest of the build. The original paint has been machine buffed, the pop-top rebuilt and repainted and we've sourced an original Westfalia Continental double roof bed, to replace the single bunk. This makes it a 5/6 berth, when used with the original front cab bunk.

Johnny removed the interior, taking it home to install all new rubber trim and wash the original upholstery, which is the 1973 only mustard fabric, that no one currently reproduces. We also sourced a set of original style Westfalia checked curtains, to match the originals that were worn out. It would be no good doing all this, if we'd left the original cracked and perished rubbers in place, so we have replaced every single rubber seal on the bus, too; think of it like a full restoration, but with the original paint.

> " think of it like a full restoration, but with the original paint "

As things stand, we've just replaced the steering box and column bushes and are running new fuel and brake servo hoses, before giving the wiring a once over prior to the MoT test. One of the most exciting points was when we plugged in the original VW Sapphire radio and it worked. The bus was last registered in 1987, meaning it has spent 30 years off the road. I've owned a lot of old VWs, but never one that is quite this good underneath, so we've removed the underseal under the front and rear wheel arches, to expose the shiny original paint.

Once MoT'd, we plan to fit a set of period correct raised digit reflective number plates and put it up for sale for a new owner to enjoy; we've already invested £6k in parts alone, along with around 300 hours, but we're both really excited with how it's coming back to life. The original owners would be proud. Follow the build progress on Instagram: @barefootdriver ■

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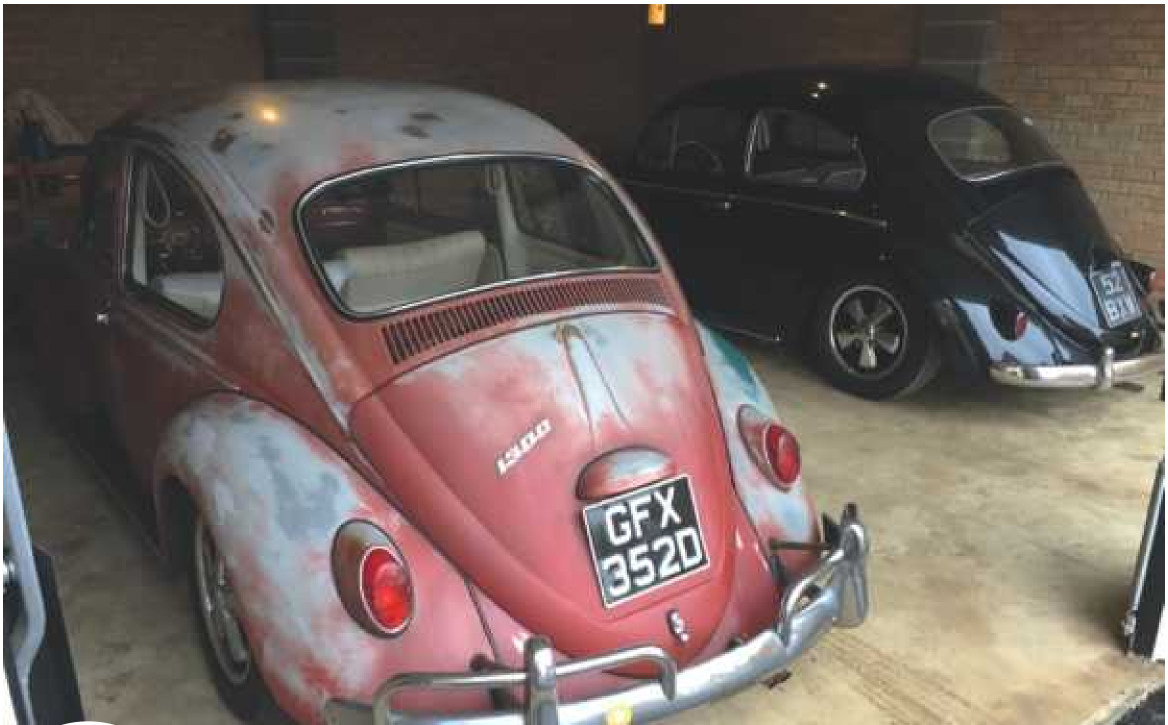
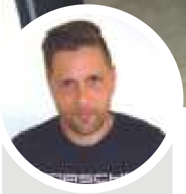


New and old in my brother's garage as we swap the wheels over



OWNER INFO

NAME
James Peene

JOB
Pen for hire

CARS OWNED
'66 Beetle, '69 Bay Window, '68 Porsche 912

WORK THIS MONTH
Swap the best Beetle I've ever owned for a scruffy Ruby Red '66

Out with the old

In a bizarre twist, James swaps a shiny '60 for a patinated '66. Yep, there's nowt as queer as folk

What can I say, except the heart wants what the heart wants? I wasn't even looking for another car, truth be told, but I *had* decided it was time to move the '60 on. I was planning to drive it to the Freddy Files in Ninove and the *VolksWorld* Show and stick a big 'for sale' sign in the window. But fate played a hand and now arguably the best, most original and loveliest old Beetle I've ever owned, belongs to someone else. Pardon me whilst I spill the beans.

It's a stupid state of affairs, but I currently own more cars than is actually good for me, which is why I've decided to sell a few. I'd bought the '60 because it came along at the right time and was always a model I'd lusted after. I also believe everyone should have a Beetle tucked away in their garage somewhere at all times, and being the editor of *VolksWorld* at the time, I thought I should have one I could write about in the project pages. And, to that end, it did its job. The thing is, I've never *really* clicked with that car. I don't know why, but I always knew it wasn't a keeper and that I shouldn't get too attached to it. So I didn't.

I decided a little while ago, that I would sell it, pop the money in the bank and have one less car to worry about. However, at the back of my mind, I was thinking, "If a Ruby Red Beetle came along at the right price, I'll buy it." It just came along a lot sooner than I expected.

> "The heart wants what the heart wants."

The '66 popped up on the Type 2 Detective's Instagram feed, and I innocently asked how much they were asking for it, and left it at that. The problem was, I had to pay them a work related visit a couple of days later and the buggers had left it parked right outside their swanky new Burwell HQ. It was the first thing I saw when I pulled into their car park, so yeah, they'd totally planned it, no doubt about it.

I resisted the urge to look at it whilst I did what I needed to do and then Mr. Fulton steered me outside for a look-see. That escalated into a test drive and before I knew it, we'd agreed a deal that saw my '60 and the '66 swap homes.

You're probably all thinking I've got a screw loose, because yeah, a factory black semaphore car with a genuine mileage of some 60,000km is a more desirable car than a '66, no matter how cool the patina, even I know that, but I like the Ruby Red car more.

Too good for me

The truth is, my old car was just too nice to keep clicking the miles on. The OG fabric interior didn't agree with my

My new motor, fresh off the trailer from T2D

Trouble at mill. The calipers fouled on my Flat 4 Fuchs

The solution – a couple of 10mm spacers

Child labour. My nephew Thomas getting his hands dirty and helping fit the spacers

It's a fact – your car never looks better than when it's being taken away by its new owners. Paul and Mark loading it on the T2D trailer

Brand new 1600 twin port engine. Nice

girlfriend's children, or our dogs and it was just too good a car to ruin. Throw in the fact that it has pitiful wipers and indicators / brake lights that other motorists are apt to miss, and it's just not as practical to us as the '66. To my way of thinking, the later car had everything going in its favour. It's one of my favourite colours (well, what's left of it) and is now the fifth Ruby Red Beetle I've owned. It's also totally solid, has towel rails (that I've always loved), Porsche pattern disc brakes, a narrowed beam, and a new 1600 engine with an Abarth four-tip exhaust.

The interior is lush, too. It's got new headlining, fresh square weave carpets and rubber mats, and cream leather upholstery. Basically, it's had everything I would have done to it, already done. So I see this as a smart move on my part. I have a much more user-friendly car I can jump in and use whenever I want.

Part of the deal with T2D was that they'd deliver the car to me in Leicester and we'd swap the Flat 4 Fuchs on the black car for the ones that were on the red one. This they duly did just two days later. The only problem was the offset on my Flat 4s is different to whatever replicas the '66 had on it, and the wheels fouled the calipers. Paul immediately bought me a couple of 10mm spacers, which arrived the following day, and since then, I've been using the '66 as my daily driver, and taking the long way home to get as many miles on it to build up my confidence for longer journeys. It's been great, even in the rain and snow we've had over the last couple of weeks.

It's certainly a head turner and a number of people have already commented on my new project and asked when I'm going to paint it. Some people just don't get it, but I do and that's what counts. ■

The '66 came to me with a complete new interior

How plush is that headlining?

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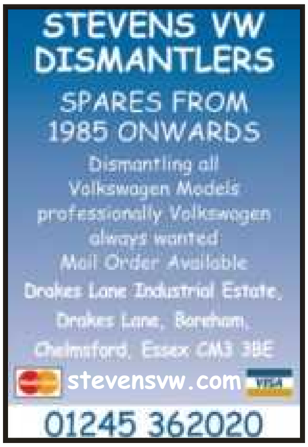

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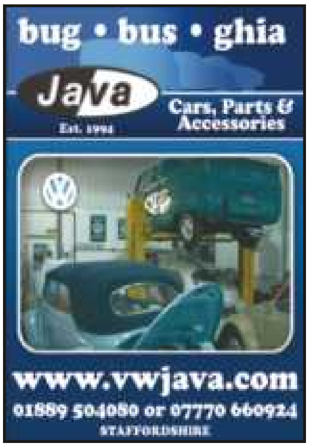

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Here's what's coming up in the May 2017 issue of *VolksWorld*, on sale Friday 7 April

First drive

Imagine owning this 1972 Beetle as your first ever car. And the scenario is even sweeter when you helped make it look this good

Don't miss it!

Power to the people

Follow our step-by-step guide to giving your VW the extra boost it needs courtesy of a bolt-on alternator conversion

Ascort TSV 1300GT

The story behind this rare Australian beauty which intended to bridge the gap between the Karmann Ghia and Porsche 356

Playing chicken

From US poultry farm to show field, removing chicken poo wasn't the only job for Kevin Burns when restoring this '66 11-window Bus

HOW TO
Modify a Solex 34 PICT-3 carburettor

Tuned fuelling

Bogg Brothers show how to dismantle and modify a Solex 34 PICT-3 carburettor

Words and photos Rob Hawkins

The single Solex carburettor on many air-cooled engines can be mildly modified to help improve performance at low rpm (e.g. when setting off) and provide a smoother delivery of power. Don't expect a neck-breaking transformation in acceleration, but for the cost of some DIY machining, another 3-4bhp can be found, which is a reasonable improvement on a 40-50bhp air-cooled engine.

We visited Bogg Brothers of North Yorkshire to see what they can do with a standard Solex 34 PICT-3 carburettor fitted on a 1600 twin-port in a Bay Window. Before we began stripping down and modifying the carburettor, Dave Bogg outlined a few points that often produce a noticeable amount of power for free, such as checking you're getting full throttle. If it cannot fully open it, then there is no way you can make use of all the performance from the engine. Plus, he checked the engine timing and made sure all ignition components were in good condition, along with the air filter.

In brief, the modifications that can be made to a Solex 34 PICT-3 carburettor involve removing some material from the screws that secure the air flap and machining the venturi to help improve air flow. The main jet can often be swapped for a larger one and the idle/pilot jet can be enlarged by 0.05-0.1mm.

After modifying and refitting the carburettor, its idle and volume mixture screws may need adjusting. These are found on the left side of the carburettor when looking from the back of the vehicle. The idle mixture screw is the lower of the two.

So do the modifications we've outlined make a difference? The machine work and a new main jet certainly made the engine feel livelier, and we managed to record an impressive 55bhp on the rollers (a run before the work commenced produced 52bhp).

We had to experiment a little with increasing the size of the idle jet and eventually drilled it out to 0.75mm, which helped with setting off. ■

JOB INFO

TOOLS NEEDED

22mm Lambda sensor extraction socket; bench grinder (optional); die grinder or electric drill; drill bits 0.5-0.75mm; file; hammer; pillar drill; screwdrivers; spanners 6-13mm; Vernier calipers

MATERIALS USED

Clean cloths; disposable gloves; emery paper; M6-8 bolt; paper towel; sanding band; wet and dry paper

TIME TAKEN

1-2 hours

COST DIY

£5+

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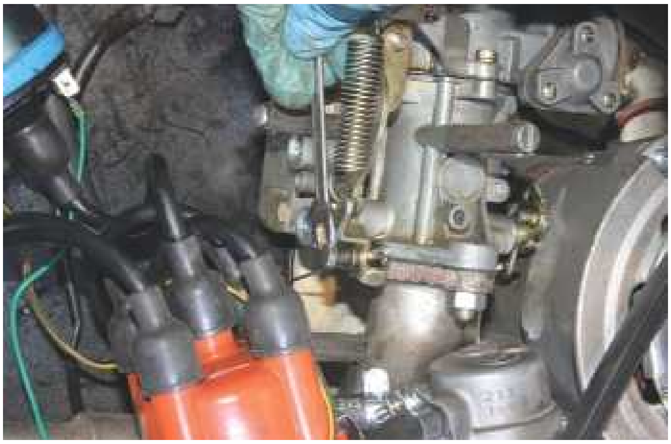
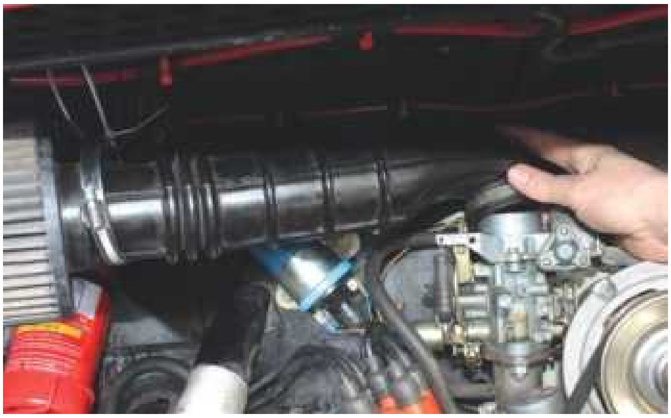
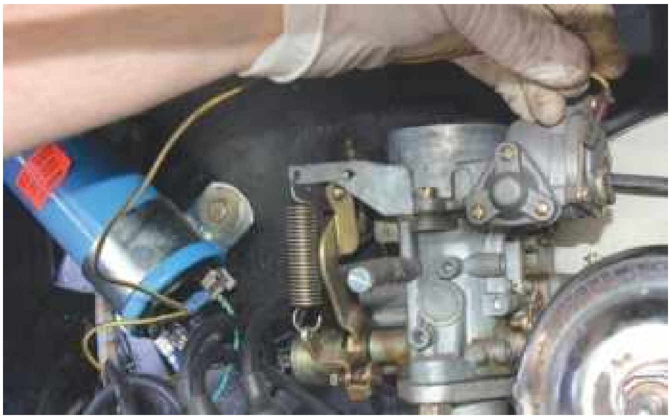
Removing the carburettor



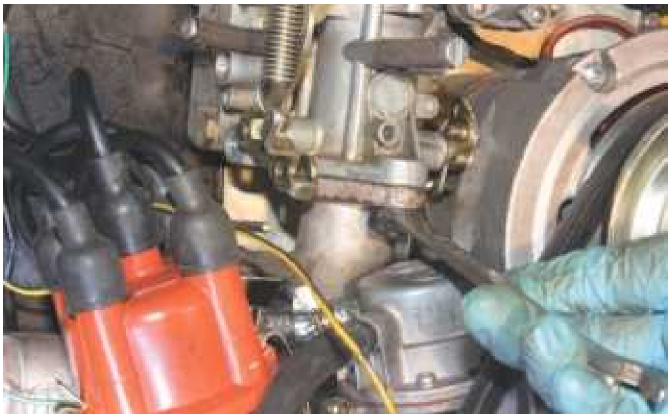
01 **DISCONNECT THROTTLE CABLE** Detach the throttle cable from the carburettor. This may be secured with a small 6-8mm bolt and connector, which can easily disappear into the engine bay after releasing the throttle cable, so store it aside for refitting later



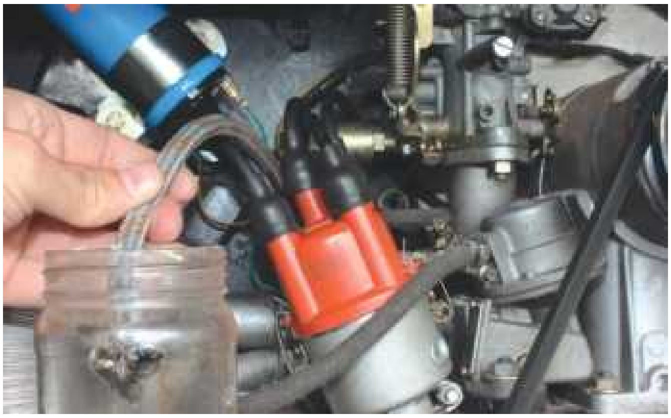
02 **AIR FILTER** Remove the air filter and induction pipework. This will be secured to the top of the carburettor, probably with some type of jubilee clip. The air filter shown here is a later intake pipe with a K&N cone on the end. You may have a pancake filter on the top for example, or a standard air filter housing



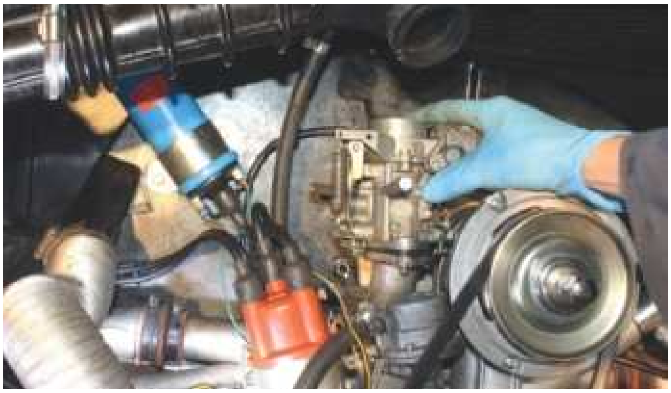
03 **DISCONNECT WIRING** Detach any wiring that's connected to the sides of the carburettor. There's usually one wire connected to the run-on valve and one to the choke. Label these wires to ensure they are refitted in the correct positions later



04 **UNDO CARB NUTS** Carefully undo the two 13mm nuts that secure the carburettor to the inlet manifold. Space is tight, so use a spanner and be patient – you don't want to drop a nut and struggle to find it. The rearmost nut is awkward to access, so try removing the distributor cap for more room



05 **FUEL HOSE** Undo and disconnect the fuel hose that's connected to the top of the carburettor. Fuel will leak out, so place a cloth underneath and bung the end with a bolt, or route the fuel pipe into a container. Wear disposable gloves to avoid contaminating your hands with petrol

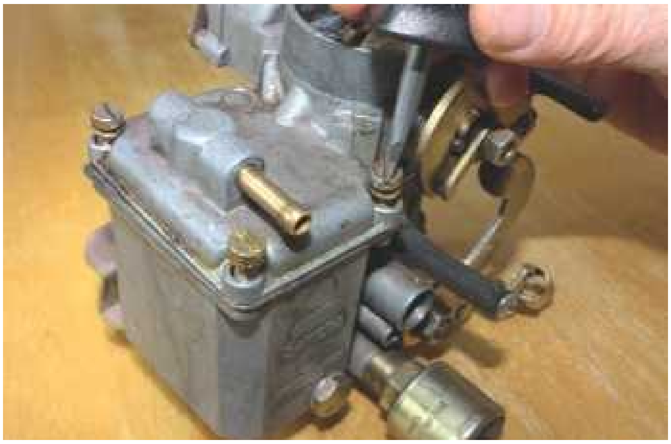


06 **REMOVE THE CARB** Lift the carburettor up and off the inlet manifold. There should be a gasket and there may be some washers that weren't collected in the last step – make sure they don't drop into the inlet manifold. Plug the hole in the inlet manifold (where the carburettor sat) with clean paper towels

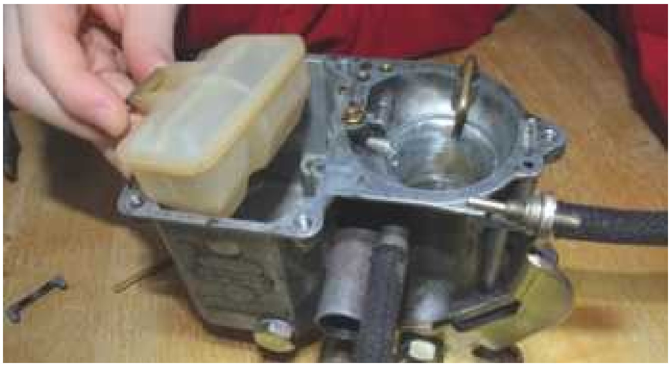
HOW TO

Modify a Solex 34 PICT-3 carburettor

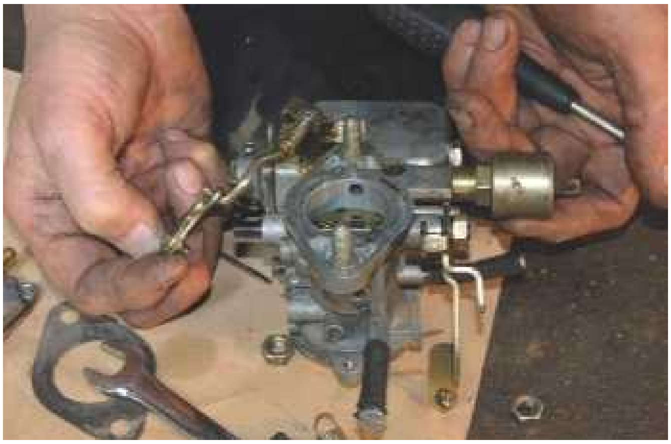
Stripping a Solex 34 PICT-3



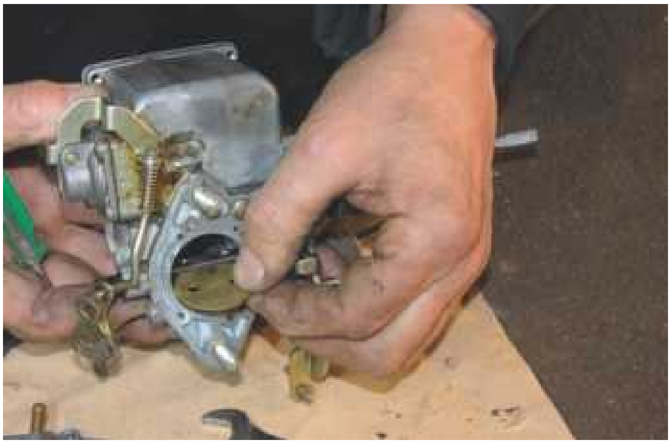
01 **SPRING AND TOP PLATE** Detach the spring at the side of the carburettor that's fitted between the throttle linkage and a hole in the top plate. Undo the five screws on the top of the carburettor that secure the top cover to the body. Carefully lift off the top cover, ensuring you do not damage the paper gasket (or renew it)



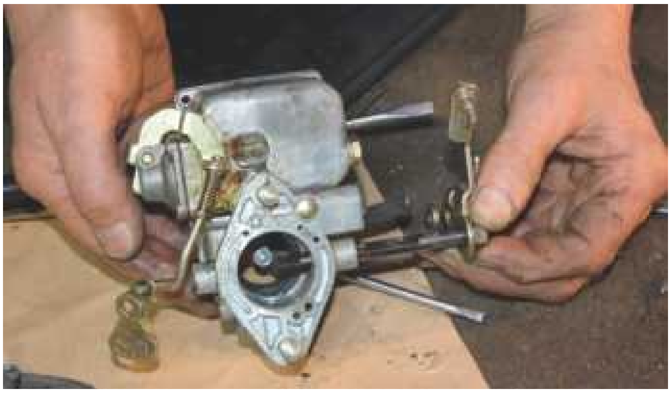
02 **FLOAT OUT** The float needs to be removed so that it doesn't fall out when modifying the carburettor. First, carefully extract the small piece of plastic that secures the float chamber. Next, lift the float out of the body of the carburettor and make sure the metal pin that is used as a hinge stays with it. Store these parts on a clean surface



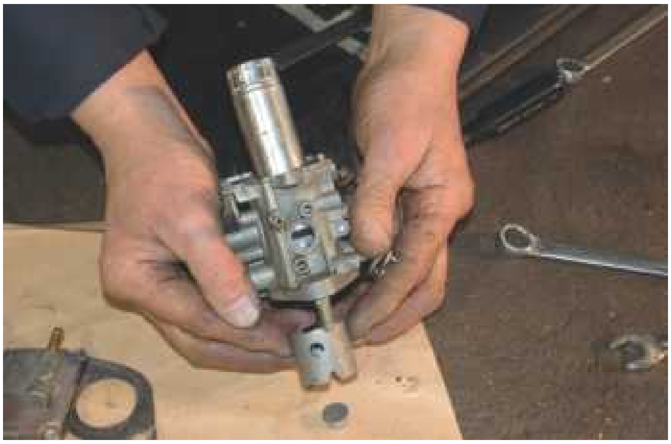
03 **THROTTLE FLAP SPINDLE** Undo the nut on the end of the throttle flap's spindle, which secures the linkage to the accelerator pump. Detach the linkage to the accelerator pump, which is on the end of the throttle flap's spindle. This will ensure the spindle can be removed later in step 5. Note how the linkage is fitted



04 **FLAP OUT** Undo the two screws that secure the throttle flap to the spindle. Do not damage the heads, so use a suitable screwdriver, applying sufficient pressure to slacken the screws at first. Once undone, lift out the flap. Make a note of which way it is fitted



05 **CUT-OFF VALVE** The spindle cannot be removed until the electronic cut-off valve on the side of the carburettor is removed. Use a suitable open ended spanner to unscrew this and carefully place it aside. The spindle can now be extracted. Note how it is fitted and the position of the throttle linkage on the end of it



06 **DRIFT OUT THE VENTURI** The Venturi inside the carburettor can now be drifted out and will be machined to improve airflow – extract a securing plug in the side of it first. A 22mm socket with a slot in the side (eg. a lambda sensor socket) is the best tool to use to drift it out

Modifying the Solex

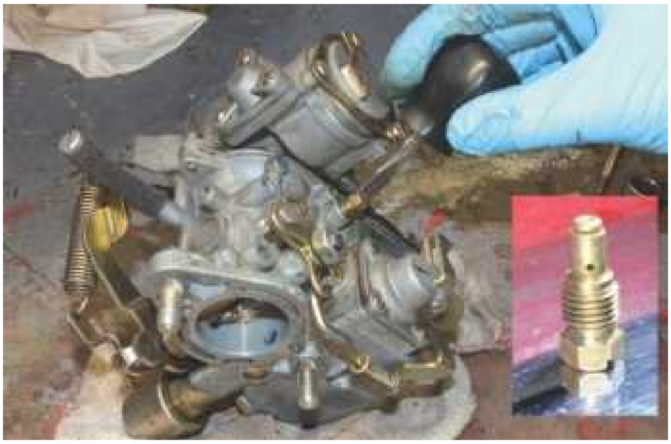
01 **MEASURE THE VENTURI** If the venturi was difficult to drift out, clean the outside with emery paper to make it easier to refit. Using a pair of Vernier calipers, measure the inside diameter of the venturi. The measurement is required in the next step

02 **MACHINE THE VENTURI** Use a sanding band with a die grinder or electric drill to machine the inside of the venturi and help remove any imperfections. After machining inside, measure the internal diameter again using the Vernier calipers. Avoid over-machining the inside and enlarging it by too much

03 **CUT DOWN THE SCREWS** The screws that secure the throttle flap to its spindle can be cut down so the ends do not restrict air flow. Fit the screws to see how much can be removed before trimming the ends with a file or bench grinder

04 **REBUILD THE CARB** Reassemble the carburettor, refitting the venturi, throttle flap, spindle and the linkage to the accelerator pump. Also, refit the float, the top of the carburettor and the throttle linkage

05 **CHANGE THE MAIN JET** Undo the 13mm bolt on the side of the carburettor, next to the electronic cut-off solenoid. Use a long and thin flatblade screwdriver to unscrew the main jet and extract it. Look for the size of the main jet on the side of it and check this with your workshop manual. You may want to try changing it for a slightly larger one from, for example, 1.25mm to 1.3mm



06 **MODIFY THE IDLE JET** Extract the pilot/idle jet on the opposite side to the main jet. Look for a value on the side of the pilot/idle jet, such as 55 for 0.55mm. This can be drilled out by an additional 0.05-0.1mm to help with pickup at low rpm

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36,000 miles, £POA. Red coloured Polo. 07954 406553 / 07954831806 (LH)

RHD GOLDE SUNROOF BEETLE

1960, £10,990. VERY RARE Factory original RHD Golde (3 fold) sunroof Beetle, Strong 1600 engine. MASSIVE history file with all service receipts from 60-74, 20 odd MoT Certs and much much more, has had previous work, parts welded and replaced, patina'd paint could be made concourse and be worth £16k + or just enjoyed and kept alive and as is, owned by us 9 years truly devastating sale. 07866 871863

R-H VOLKSWAGEN

1967, £18,500. Split screen, new engine, clutch, carb, coil, tinware, petrol tank, cab doors replaced, always garaged, good condition, history. No silly offers. Lancashire. 01253 695991

CAMPER VANS FOR SALE

BRAZILIAN VW KOMBI BUS

£POA. 1500cc, one owner superbsolidvehicle, amazing interior and bodywork,comes with original features such radio,owner's manualand keys from new,12 months MoT, Tax exempt. London. 07585 027707 (LH)

LATE BAY

1978, £17,9995. Exceptional condition bodywork and interior. MoT and service, new brake cables and fuel lines. 600cc.Runsreally well. 07917 632873 (LH)

T4 LWB

1998, 240,900 miles, £7,495. Only 2,000 miles since engine rebuild - loads done, MoT December 2017, custom paint, very clean van, Rock & Roll bed, contact for more info. Norfolk. 07917 104828

CARAVELLA T4

1994, £4,500. 2.4 diesel auto for sale. MoT till August, 2 owners from new, last owner for 21 years. New brakes, shocks exhaust. Service history, very good condition. 01639 845101 (LH)

TS

2007, 218,000 miles, £20,000. Converted lwb Caravelle 2.5. Full camping. Interior swivel containing seats. SMEV 9322. B55B Ruck n Rull bed. Roof rails and bars. New tyres. Original style headlights. Resprayed 3 years ago. East Sussex. 07415 060673/07904 917389 (RB)

TYPE 2

1976, £12,500. Viking conversion, lovely solid van with original interior in excellent condition, one previous owner, full service history since 2005, brand new 1641 Vege engine, new window seals and chrome. Lancashire. 07752 153349

VOLKSWAGEN SPLITSCREEN

1975, £5,200 ono. Come with new MoT. London. 01413 197108 (LH)

VOLKSWAGEN T2 CAMPER

1969, £27,500. Free tax. Type 2 Bay 1972 Eriba Puck. Both restored and in very good condition. Contact me for more details. We will miss them very much. Norfolk. 07778 954221 (RB)

VOLKSWAGEN T2 CAMPER

1975, £24,950. In Jersey from new, this pop top five seater Camper with has been fully restored, in the correct colours of white over blue, complimented by the contemporary blue/ grey interior, with professionally made beech woodunits, and a full width bed. The Saab front seats have been trimmed to match. To date in excess of £25000 has been spent on therestoration and maintenance costs. 01534 864073 (RA)

VOLKSWAGEN T2 WESTFALIA

1978, £24,500. 2L LHD Bare metal rebuild. Immaculate. £20,000 spent. Refurbished engine (200miles) New Weber carburettors and clutch. Photos, details and invoices available. Surrey. 01372 276111 (RA)

VOLKSWAGEN T2 WESTFALIA

1972, £27,950. An ex Californian Westfalia Camper that was in solid original condition prior to being professionally restored, detailed file of the costs incurred and the work carried out. In fabulous condition with superb bodywork, original cabinets. Immaculate two sleeper interior with the original engine fully rebuilt. www.leriche.com. 01534 864073 (RA)

VOLKSWAGEN T2 WESTFALIA

1975, £37,950. Registered in Jersey from new, this original RHD 1975 T2 4 sleeper Westfalia pop top has been subject to a full professional restoration at a cost of over £40000 by Le Riche Restorers on behalf of a client, covering only 2000 miles since completion. It is finished in the correct colours of white over stone greywith upholstery in the original Westfalia tartan fabric complimenting the fully restored Westfalia fitted interior. 01534 864073 (RA)

PARTS & ACCESSORIES FOR SALE

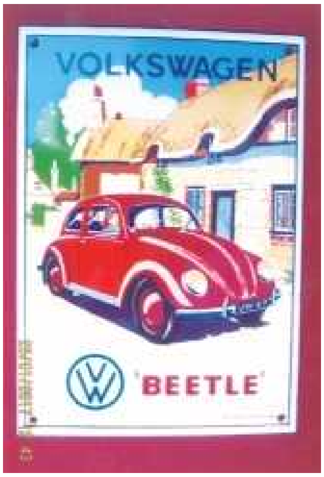
FOX FX1 ALLOY WHEELS

£Will accept £75. Set of 4, 5.5x14 5 spoke, silver, 4 stud fitting. Bought new 2015 (over £300). Hardly used, as new condition. South Manchester. Cheshire. 01614 304612 (RB)

VW GOLF GTI 1.8 ENGINE

£POA. In good condition. Bristol. 07502 032532

VOLKSWAGEN BEETLE VITROUSE SIGN



1960, £40. Enamel steel, by Garnier, London. Size 7 x 10in. 4 fixing holes. No damage. Post free. Surrey. 020 8399 7541 (RB)

WHEELS

£POA. Set 4 Marathon 4.5x15, £80. Empi 8 spoke alloys, £120. Set 4 Revolution 5.5x15 alloys, £140. Wolfrace 5.5x13 slot mags, £120 pair. 135x15 Michelin, £40 pair. Lancashire. 07855 542195 (RB)

PARTS & ACCESSORIES WANTED

VW GOLF MK1 CABRIOLET

1987, Wanted. Front grille and lights. South Gloucestershire. 01179 563904 / 07582 148908 (DS)

MISCELLANEOUS FOR SALE

200 FLOWER POTS

£60 or twenty pence each. Black, plastic, soft/floppy type. Usable. Suffolk. 07434 303663 (RB)

BP PROMOTIONAL ITEM

1950, £Only £15 including careful p&p. Metric 100cm retractable steel tape measure. For key-ring attachment, in ivory plastic case with screen-printed early BP logo. Surrey. 020 8942 5151 (RB)

BOOKS

£POA. Scalextric A Race Through Time, official 50th anniversary book, in as new condition, £12 plus postage. Dinky Toys and Modelled Miniatures by Mike and Sue Richardson. In as new condition, £12 plus postage. Notts. 0115 962 1926 or 07434 816981 (RB)

COLLECTION OF MODELS FOR SALE

£POA. Dinkys, Corgies and selection of many other makes. All on updated itemised list with prices (plus P&P). Will post complete list on request. Northhumberland. 01665 576351 / 07759 429137 (DS)

CORGI TOY

1963, £45. Smiths Mister Softee ice cream van carrier No 428. Surrey. 07534 431198 (RB)

CORGI VANGUARDS

£16 inc postage. Ford Popular model, Ambassador blue, mint condition with Bop, with wing mirrors unfitted. Never displayed. 01642 577637 (evenings) (RB)

EMF 912

£4,995. Registration plates. Dorset. 07971 385242 (RB)

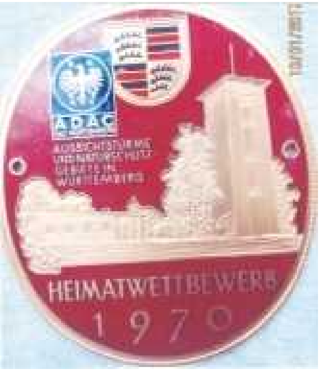
FOUR FERODO CALENDERS

1984 to 1988, £5 each plus postage. Not quite Pirelli standard but not far off. Hertfordshire. 07836 556828 (DS)

GARRARD CLOCK

£30. By Elliot in walnut case. Presented to an employee on retirement from the Directors of the Southdown Motor Services Limited for long service. Wrexham. 01978 757470 (LH)

GERMAN ADAC GAU WURTTEMBURG



1970, £40 inc p&p. Heimatwettbewerb, enamel finish, grille fixing, size 3.5x4in. Surrey. 07534 431198 (RB)

HOROLOGISTS!

£695. A superb limited edition Sir William Congreve 'Rolling Ball' timepiece, produced in the tiny workshops of John Mercer, the Queen's clockmaker. This is a fascinating masterpiece of the clockmakers art. Numbered 196 of only 500 produced worldwide. For further details please phone. Surrey. 020 8942 5151 (RB)

JAGUAR MK 10 MODELS

£20 each. Pale blue Corgi and metallic blue Dinky. Both excellent restored condition. A very play-worn maroon Corgi Mk 10 for restoration, £10. P&P extra. Surrey. 020 8942 5151 (RB)

LE MANS POSTERS

Dated from 1980 to 1997, £Offers. A selection of official posters. Also a 100 meter marker sign from Hunaudier Chicane with Le Mans on rear. Lancashire. 07890 372140 (DS)

MAGAZINES

£POA. Motorsport magazines from 1964, in excellent condition. Great period racing pictures, £3 each plus postage. Handbook for Triumph Vitesse Six plus sales brochure for two litre model, in excellent condition, £10 plus postage. Notts. 0115 962 1926 or 07434 816981 (RB)

MANUALS

£POA. Haynes VW Beetle and Transporter Restoration manual inc buying advice, £12. Mint. Keep your Volks Alive manual. Funny and very clear advice for owners, £12. Post at cost. Norfolk. 07563 706642 (PB)

NUMBER PLATE

£5,000. Reg EMF 912. Dorset. 07971 385242 (PB)

'ORIENT EXPRESS' BRASS TABLE LAMP

£75 plus p&p. Not stolen from the Orient Express! Authentic replica produced by long-established Midlands specialists W. Redman & Sons. All brass electric lamp with adjustable shade. Unusual, distinctive and very elegant. Phone for further details. Surrey. 020 8942 5151 (RB)

QUALE CAR MASCOT

1930, £65. Chrome cap, Ford model A. Size 3.5 x 4.5in, chrome finish. Bucks. 07905 135288 (RB)

RAC RALLY PLAQUE

£45 free postage. Torquay rally March 1936, 2 inch diametre, silver plated. 2 fixing lugs. Hampshire. 07794 775973 (MC)

REVERCHON BUMPER CAR

1970, £300. Car body with 110cc go cart project. Make a great tot rod or boy's toy. Oxon. 01993 837051 (RB)

REGISTRATION PLATE 'K888 BTH'

£400. On Retention. Essex. 07887 870069 (RA)

RAILWAYANA

£30 plus postage. An ex BR(M) red bullseye oil lamp in excellent condition. Complete with original working paraffin burner. Notts. 01909 721464 (RB)

WORKSHOP MANUALS

£POA. VW 1500 1961-66. All models. Good condition. £10. VW Golf Vento 1992 to 98 J to R reg Haynes £5. Will post at cost. Norfolk. 07563 706462 (PB)

VOLKSWAGEN BEETLE SIGN

£40 free postage. Vitreous enamel, mnf 1960s by Garnier London, size 7x10in, 4 fixing holes. Surrey. 020 8399 7544

THE BURMA STAR

£85. By J. R. Gaunt, London. Burma Star Association on badge. Green, yellow enamel bar fixing. West Sussex. 07398 015688 (RB)

WESTINGHOUSE

£130. Towing dolly. New tyres and tubes with beam and assorted adaptors. Ideal for most older cars, especially VW air cooled and Land Rover. For more information please ring. Kent. 07910 231001 (PB)

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1968 VW T2, 14,767 miles, 1.6 air-cooled engine, 1 previous owner from new, fully restored bodywork and original interior. Great condition. **£29,995.** Ref: 622F.

2008 VW T2 Danbury Diamond 5 Seat Classic, 52,500 miles, 1.4 water-cooled petrol engine, 2 burner hob, grill, sink, fridge freezer, leisure battery, raising roof & more. **£29,995**. Ref: DKA

2009 VW T2 Danbury Rio 4 Seat Classic, 50,625 miles, 1.4 water-cooled engine, 2 burner gas hob, grill, sink, fridge freezer, leisure battery, 240v mains hook up, raising roof, 3-person rear seat, buddy seat, heated screens, CD radio & more. **£31,995.** Ref: AOK.

2014 VW T2 Danbury Rio 4 Seat SE, only 1,181 miles, 1.4 water-cooled petrol engine, 2 burner hob, oven, grill, sink, fridge freezer, leisure battery, 240v mains hook up, CD radio with iPod connectivity, raising roof and roof bed to make 4 berth, alloy wheels & much more. **£44,995.** Ref HDO.

2012 VW T2 Danbury Rio 4 Seat Classic, ONLY 6,849 miles, 1.4 water-cooled engine, spacious double bed, 2 burner gas hob, grill & oven, sink, fridge freezer, camping leisure battery, mains hook up, heated screens, roof rack, buddy seat, raising roof and MP3 compatible CD radio. **£33,995.** Ref: AHA.

2012 VW T2 Danbury Diamond 5 Seat Classic, 28,000 miles, 1.4 water-cooled petrol engine, 2 burner hob, grill, sink, fridge freezer, leisure battery, 240v mains hook up, raising roof, roof bed to make 4 berth, power steering & more. Brand new camping interior. **£46,495**. Ref: SRZ

2009 VW T2 Diamon 4 Seat Classic, 25,567 miles, 1.4 water-cooled petrol engine, 2 burner gas hob & grill, sink, fridge freezer, leisure battery & mains hook up, raising roof with roof bed, Freeview TV/DVD system & more. **£29,995.** Ref: AJO.

2015 VW T2 Danbury Rio 4 Seat SE, only 1,645 miles, 1.4 water-cooled petrol engine, 2 burner hob, grill, sink, fridge freezer, leisure battery, 240v mains hook up, raising roof, leather trim, full chrome exterior, power steering, alloy wheels, custom painted dash & much more. **£51,995**. Ref: OMW

2010 VW T2 Danbury Rio SE. 77,836 miles. 1.4 water-cooled engine, 2 burner hob, oven, grill, sink, fridge freezer, leisure battery, 240v mains hook up, lowered-suspension, alloy wheels, freeview TV/DVD system & much more. **£33,995.** Ref BON.

2013 VW T2 Danbury Rio 5 Seat Classic, 27,993 miles, 1.4 water-cooled engine, 2 burner gas hob & grill, sink, fridge freezer, leisure battery, 240v mains hook up, raising roof, 3-person rear seat & more. **£33,995.** Ref: 2829.

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Ice warrior

Robin Wager recalls how a Beetle once took on Antarctica

Some years ago, as editor of *VW Motoring*, I was asked to take part in a BBC radio programme entitled Beetlemania. Original, eh? But as you've probably guessed already, it was about the car, not the Fab Four.

The producer asked me about any unusual tasks that Beetles had proved capable of, and I immediately came up with something I recalled appearing in the magazine some years earlier.

Checking back for this piece, I found a feature in the July 1963 issue of what was still called Safer Motoring back then, concerning a Beetle that had been put to the most gruelling work imaginable at the 'bottom of the world' – Antarctica!

The bright red VW, with no significant modifications, was a standard-spec car built on the production line at the Volkswagen (Australasia) plant in Clayton, Victoria. It was the only vehicle thought worthy of consideration by Raymond McMahon, leader of the Australian National Antarctic Research Expedition, to help in special projects based on the coastal station of Mawson, where the mean annual temperature is minus 32 degrees Fahrenheit (pretty mean indeed)!

> "it proved easier, more economical and faster than any of the other forms of transport"

Behind Mawson lies the Polar Plateau, a giant ice mass averaging over 6000ft thick, studded with hundreds of stark rock mountains, and covering millions of square miles.

With no roads in this part of the world, transport had been an ongoing problem. The team had tried Snow-Tracs, Caterpillar tractors, dog-sledges and even motorcycles; but the tracked vehicles were very slow and used too much fuel, sledges had a limited payload, and a bike was just personal transport.

VW SAFER MOTORING with VOLKSWAGEN

BOTTOM OF THE WORLD

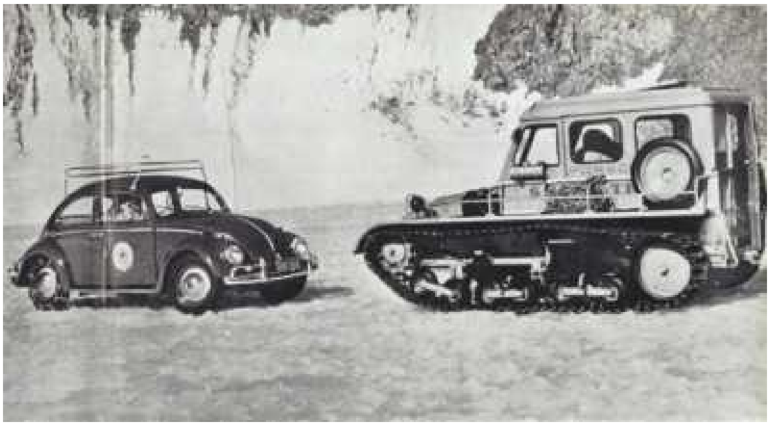
Chosen on a 'suck-it-and-see' basis, the Volkswagen was taken to Mawson by the Danish icebreaker *Nella Dan*, which would not return for nearly a year. Awarded the registration plate 'Antarctica 1' by the team, the VW immediately started to prove its capabilities. According to Mr G. Merrill, the official photographer who was to picture the Beetle in operation during the long winter, it proved easier, more economical and faster than any of the other forms of transport, capable of traversing the most difficult ice-masses. Performing even better with a heavy payload (that'll be thanks to extra grip with more weight over the driving wheels, then) it required a minimum of servicing and was dead reliable.

At the time of our original report in summer 1963, the Beetle had already made a near-record trip to Rumdoodle Airfield, 10 miles inland from Mawson. It had towed a fully-laden sledge inland over rocks and ice to Mount Henderson, and to a bare rock monolith called Fischer Nunatak. What's more, it was shortly to face a supreme test, carrying men and scientific equipment across 6ft thick sea ice, to two penguin rookeries: Auster, 30 miles away, and Taylor, which was twice that distance.

I have no doubt that the Beetle continued to prove one of the best possible pieces of kit the Expedition could have selected, and I'd love to know what became of it. Knowing the 'stickability' that Beetles have, it might still be running around to this day.

For me, the icing on the cake came the weekend after the Beetlemania programme. I was listening in the car to Radio 4's *Pick of the Week*, and heard my own dulcet tones saying, "You can do just about anything in a Beetle."

There must have been plenty of listeners who agreed with that! ■



Despite only having snow chains fitted to the rear wheels, the Beetle (possibly) gave the Porsche-engined Snow-Trac a run for its money in Antarctica

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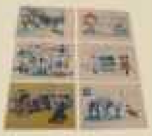

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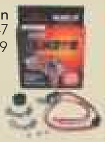

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